

SCOPING SUMMARY REPORT

Volume II: Appendices



New State Route 138/E-220

Palmdale to Apple Valley (SR-14 to SR-18)

California Department of Transportation
Division of Environmental Planning (MS-16A)
100 S. Main St., Ste. 100
Los Angeles, CA 90012

SCH No.: 2010091084
Caltrans Project No.: 0700000080 (EA: 16720)

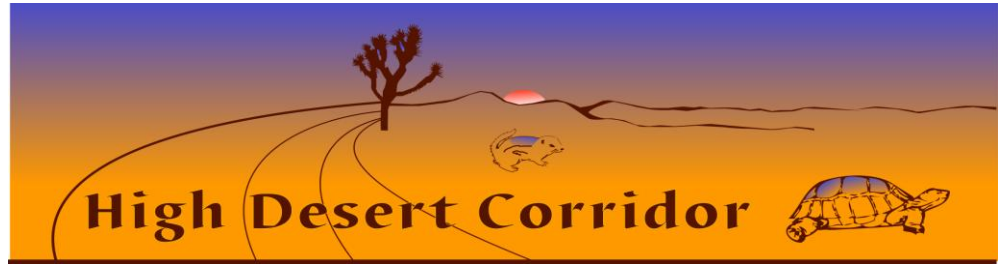


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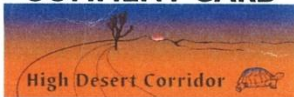
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Appendix A

Written Comments

Comment Cards

**COMMENT CARD**

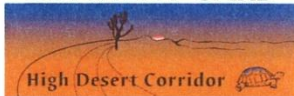
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT -SCOPING/OPEN HOUSE

September 27, 2010

NAME: ROBERT VANDERSTOK DATE: 9/27/10
ADDRESS: 41765 12th STREET WEST, SUITE A PHONE: 661-951-1717
CITY, STATE, ZIP: PALMDALE, CALIF. 93551
E-MAIL ADDRESS: R.VANDERSTOK@chapmanpublicrelations.com
☐ I would like to speak.
☐ I would like to have the following statement filed for the record.
COMMENT:

PLEASE KEEP ME ON YOUR MAILING LIST FOR
THE HIGH DESERT CORRIDOR FREEWAY/EXPRESSWAY PROJECT

Comments must be received by the close of business on **November 1, 2010**. Comment cards may be mailed to California Department of Transportation - Karl Price, Branch Chief, - Division of Environmental Planning HDC (New State Route 138) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.

**COMMENT CARD**

AV Bingo

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT - SCOPING/OPEN HOUSE

September 27, 2010

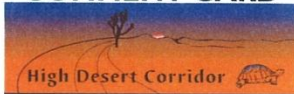
NAME: C. L. Mary Marie Schaefer DATE: 9/27/10
ADDRESS: 39261 14th East PHONE: 661-947-6494
CITY, STATE, ZIP: PALMDALE CA 93550
E-MAIL ADDRESS: gschafer30@aol.com
☐ I would like to speak.
☒ I would like to have the following statement filed for the record.

COMMENT:

Will our property still be the on ramp

→ AV Bingo
(39261 10th St East)

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**COMMENT CARD**

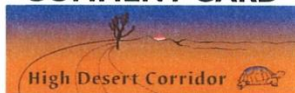
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT - SCOPING/OPEN HOUSE
September 27, 2010

NAME: Z Susan Riebe DATE: 9-27-10
ADDRESS: P.O. Box 296 PHONE: 661-264-2466
CITY, STATE, ZIP: LLano, CA 93591 (38950 163 rd SE)
E-MAIL ADDRESS: bewolf01@shcglobal.net
☐ I would like to speak.
☐ I would like to have the following statement filed for the record.

COMMENT:

I would like
P8 to Palmdale Bld to the 15 Freeway
18 to 15 Freeway
When will this start? We need it. Looking forward to completion.
LAKE LA Need this. Toll road might be a problem. (money)
I would like New Router go down palmdale Bld. We need Business
Hub

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**COMMENT CARD**

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT - SCOPING/OPEN HOUSE
September 27, 2010

NAME: William Guild DATE: 9/27/10
ADDRESS: 8730 EAST AVE 7-4 PHONE: 661-944-4147
CITY, STATE, ZIP: LITTLEDICK, CA 93543
E-MAIL ADDRESS: ARTFX@ROADRUNNER.COM
☒ I would like to speak. ① ALONG THE NEW FREEWAYS THERE WILL BE INFRASTRUCTURE
☒ I would like to have the following statement filed for the record. GROWTH; POPULATION & BUSINESSES.

COMMENT:

- ② I REPRESENT THE ANTELOPE VALLEY TRUCKERS ORGANIZATION, ABOUT 160
LOCAL MEMBERS. ANY TOLL ROAD FOR VEHICLES, OR THAT SINGLE OUT
BIG RIGS FOR SPECIAL TOLLS, WILL RAISE THE COST OF ALL
MERCHANDISE FOR ALL PEOPLE. THE AVTD IS AGAINST ALL TOLLS.
ALTERNATIVE 3 IS THE BETTER CHOICE.

Comments must be received by the close of business on **November 1, 2010**. Comment cards may be mailed to California Department of Transportation - Karl Price, Branch Chief, - Division of Environmental Planning HDC (New State Route 138) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.

**COMMENT CARD**

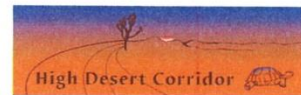
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT -SCOPING/OPEN HOUSE
September 27, 2010

NAME: MIKE LEFEBVRE DATE: 9-27-10
ADDRESS: 40303 170th E PHONE: 264-2007
CITY, STATE, ZIP: PALMDALE
E-MAIL ADDRESS: MLEFEB4229@AOL.COM
☐ I would like to speak.
☐ I would like to have the following statement filed for the record.

COMMENT:

THIS WOULD BE A GREAT BOON TO THE LAKE LA AREA.
WOULD HELP 13,000 PEOPLE, AND ADELANTO, IN
SAN BERNARDINO COUNTY

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**Metro****TARJETA DE COMENTARIO**

EL ESTADO DE CALIFORNIA
EL DEPARTAMENTO DE TRANSPORTACION
HDC- PROYECTO DE AUTOPISTA NUEVA RUTA ESTATAL 138- ALCANCE/JUNTA DE INFORME
27 de Septiembre de 2010

NOMBRE: Victoria Martin FECHA: 9-27-10
DOMICILIO: 15909 East Avenue Q-4 TELEFONO: 661-264-4086
CIUDAD, ESTADO, CODIGO POSTAL (ZIP): Lake Los Angeles 93591
CORREO ELECTRONICO (E-MAIL): econnect2victoria@yahoo.com
☐ Quisiera hablar.
☐ Quisiera tener la siguiente declaración archivada para el registro.

COMENTARIO:

I do not want a freeway in or near my neighborhood. (Ave Q + Palmdale Bl)
problems would include traffic noise, increased traffic accidents,
and lowered property values. Also, I'm concerned about increased pollution,
fatalities due to speed and crime introduced by this project.
Using Hwy 138 would have less impact in those terms since it is already
The precedent.

Los comentarios deben ser recibidos antes el 1ro de **Noviembre de 2010**. Las tarjetas de comentarios y/o cartas pueden ser enviadas al: California Department of Transportation - Karl Price, Branch Chief, - Division of Environmental Planning HDC (New State Route 138) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.



Metro

TARJETA DE COMENTARIO



EL ESTADO DE CALIFORNIA
EL DEPARTAMENTO DE TRANSPORTACION
HDC- PROYECTO DE AUTOPISTA NUEVA RUTA ESTATAL 138- ALCANCE/JUNTA DE INFORME
27 de Septiembre de 2010

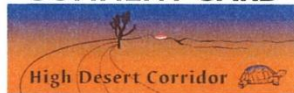
NOMBRE: GORDON POWERS FECHA: _____
DOMICILIO: _____ TELEFONO: _____
CIUDAD, ESTADO, CODIGO POSTAL (ZIP): _____
CORREO ELECTRONICO (E-MAIL): GSDOWERS2@SBCGLOBAL.NET
☐ Quisiera hablar.
☐ Quisiera tener la siguiente declaración archivada para el registro.
COMENTARIO:

What considerations are given to air quality when building a freeway next to an existing school + inhabited neighborhoods.

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COMMENT CARD



Metro

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT – SCOPING/OPEN HOUSE
September 27, 2010

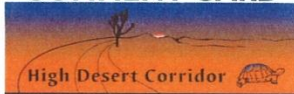
NAME: Wong Chun, Chung DATE: 9/29/10
ADDRESS: 556 N Madison Ave PHONE: 818-385-409-6440
CITY, STATE, ZIP: L.A. CA 90004
E-MAIL ADDRESS: YongKC@gmail.com
☐ I would like to speak.

☐ I would like to have the following statement filed for the record.

COMMENT:

I like to know how do you appraise property I bought if you were to buy it. Do I get ~~more~~ same or more for I pay? or It can be less than I bought.

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**COMMENT CARD**

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT -SCOPING/OPEN HOUSE

September 27, 2010

NAME: Rev Mary Jamerson Polk DATE: 9-27-2010

ADDRESS: 9543 E Ave Q10 PHONE: 661-944-1225

CITY, STATE, ZIP: Little Rock (Sun Village) CA 92343

E-MAIL ADDRESS: SJohnholtrinity@yahoo.com

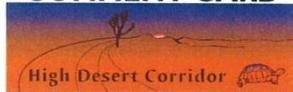
☐ I would like to speak.

☐ I would like to have the following statement filed for the record.

COMMENT:

Is this Church effected by this project

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**COMMENT CARD**

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT -SCOPING/OPEN HOUSE

NAME: Colleen Diaz DATE: 9/28/10

ADDRESS: 39156 164th St E PHONE: 661 264 3313

CITY, STATE, ZIP: Palmdale CA 93591

E-MAIL ADDRESS: _____

☐ I would like to speak.

☐ I would like to have the following statement filed for the record.

COMMENT:

Please consider the existing schools
Daisy Gibson Plm approx 95th St E
Little Rock HS Plm Blvd / 110th St E
Lake Los Angeles School 14 mile off of Plm Blvd / 163rd St E
be mindful of traffic + safety + noise

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**COMMENT CARD**

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT – SCOPING/OPEN HOUSE

September 27, 2010

NAME: Ed Cholakian DATE: 9/27/10
ADDRESS: 25643 Aileen Ct PHONE: 661-212-9039
CITY, STATE, ZIP: Valencia, CA 91355
E-MAIL ADDRESS: CholakFido@yahoo.com
☐ I would like to speak.

☒ I would like to have the following statement filed for the record.

COMMENT:

The Best of Luck
Very forward thinking And a great idea.
I think A more direct Route to the Airports
is better

IF it is to
make freight
sounds wasteful
to add more
work to the
airports

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**COMMENT CARD**

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT – SCOPING/OPEN HOUSE

September 27, 2010

NAME: Annabelle Farmer DATE: 9-29-10
ADDRESS: 402 E Ave R-5 PHONE: 661-947-1154
CITY, STATE, ZIP: Palmdale, Ca 93550
E-MAIL ADDRESS: inthehell@SBCGlobal.net
☐ I would like to speak.

☒ I would like to have the following statement filed for the record.

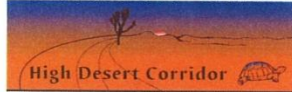
COMMENT:

I approve of, + recommend option 7 (Freeway/Toll Way/Right of Way) provided
there remain an alternate free road to Victorville for trucks.
Due to the nature of the developments in Lake Los Angeles, I prefer
the alternate route along hwy 138 and 18.

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COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT -SCOPING/OPEN HOUSE

NAME: RUBY BUCHANAN

DATE: 9-27-10

ADDRESS: 2441 N. BEACHWOOD DR

PHONE: 323 465-0251

CITY, STATE, ZIP: L.A., CA 90068

E-MAIL ADDRESS: BELINDABIZ@YAHOO.COM

☐ I would like to speak.

☒ I would like to have the following statement filed for the record.

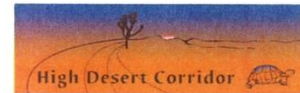
COMMENT:

FOR FUTURE MEETINGS, COULD YOU PLEASE CONSIDER DOING VIDEO
STREAMING ON THE INTERNET? YOU COULD USE A WEBSITE LIKE
"U STREAM.COM." SOME OF US COME FROM A FAR LOCATION AND
CANNOT ALWAYS MAKE THE MEETING BUT COULD WATCH IT ON THE
INTERNET. - THANK YOU

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COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT -SCOPING/OPEN HOUSE

September 20, 2010

NAME: FELIPE GARCIA 760 985-0607

DATE: 092710

ADDRESS: 1426 BART 14802 HARRISON DR

PHONE:

CITY, STATE, ZIP: ADELANTO CA 92301

E-MAIL ADDRESS: ALLWAYSTOWING.COM@VERIZON.NET

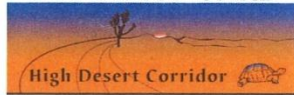
☐ I would like to speak.

☐ I would like to have the following statement filed for the record.

COMMENT:

(Fact Sheet & project MAP)

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**COMMENT CARD**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT - SCOPING/OPEN HOUSE

NAME: JAMES DODSON DATE: 27 Sep 2010ADDRESS: 48909 Galen Ave PHONE: 661-942-8662CITY, STATE, ZIP: Lawrence CA 93536E-MAIL ADDRESS: jim.dodson@verizon.net☐ I would like to speak.☒ I would like to have the following statement filed for the record.

COMMENT:

If we can cooperate with you on any mitigation efforts in Los Angeles County, please contact the Desert & Mountain Conservation Authority at the above address.

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**COMMENT CARD**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT - SCOPING/OPEN HOUSE

September 30, 2010
27NAME: Kurt Cellar DATE: 10/24/2010ADDRESS: 8 Old Farm Rd. PHONE: 203/655-4357CITY, STATE, ZIP: Darien, CT 06820E-MAIL ADDRESS: kcellar@optonline.net☐ I would like to speak.☐ I would like to have the following statement filed for the record.

COMMENT:

Please send updates

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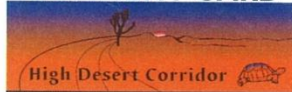
**COMMENT CARD**

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT -SCOPING/OPEN HOUSE
September 27, 2010

NAME: Z Susan Riebe DATE: 9-27-10
ADDRESS: P.O. Box 296 PHONE: 661-264-2466
CITY, STATE, ZIP: LLano, CA 93544 38634 156th ST East
E-MAIL ADDRESS: bewoif01@sbcglobal.net
☐ I would like to speak.
☒ I would like to have the following statement filed for the record.
COMMENT: Lake LA

Would like the Freeway or Corridor go down palm-dale
Lake LA would like the Freeway/Corridor. Need Businesses
We are a Trucking Hub, all the Trucks go down 170th ST East
We need this Freeway/Corridor
Lake LA is looking forward to the Freeway. Don't worry about the Lights.

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**COMMENT CARD**

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT -SCOPING/OPEN HOUSE
NAME: R. A. Walker DATE: 09-27-2010

ADDRESS: 40235 170th ST East A131 PHONE: 661 400-1102

CITY, STATE, ZIP: 93591-3149

E-MAIL ADDRESS: N/A

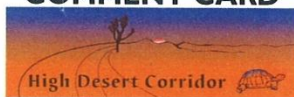
☐ I would like to speak.
☐ I would like to have the following statement filed for the record.
COMMENT:

Interested in Corridor on/off ramps, would like one
~~one~~ on 170th East.

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COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT - SCOPING/OPEN HOUSE

NAME: Jim Burns DATE: 9/27/2010

ADDRESS: 38504 159TH ST EAST PHONE: 661 433 1060

CITY, STATE, ZIP: Palmdale CA 93591

E-MAIL ADDRESS: JIM@JIMSTRATORS.COM

☐ I would like to speak.

☒ I would like to have the following statement filed for the record.

COMMENT:

Our house is on the corner of Palmdale Blvd. and 160TH ST E.
proposed Road looks like its too close to Residential Area.
Further south along Avenue "S" or "T" would be better.
please email me updates.

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TARJETA DE COMENTARIO



Metro

EL ESTADO DE CALIFORNIA

EL DEPARTAMENTO DE TRANSPORTACION

HDC- PROYECTO DE AUTOPISTA NUEVA RUTA ESTATAL 138- ALCANCE/JUNTA DE INFORME

27 de Septiembre de 2010

NOMBRE: Salvador Chavez FECHA: SEP 30, 2010

DOMICILIO (Mailing): 4425 JASPER ST TELEFONO: 323 605 2701

CIUDAD, ESTADO, CODIGO POSTAL (ZIP): LOS ANGELES CA 90032

CORREO ELECTRONICO (E-MAIL): N/A

☐ Quisiera hablar.

☒ Quisiera tener la siguiente declaración archivada para el registro.

COMENTARIO:

This Project is VERY VERY Good. I APPROVE THIS
PROJECT EVEN MY ADDRESS 14645. E R 8 AVE
WILL VERY CLOSE FROM THE PROJECT BUT DEFINATELY I
APPROVE THIS PROJECT 100 PER CENT 100% CHAVEZ

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COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT – SCOPING/OPEN HOUSE
September 27, 2010

NAME: TIM ROSS DATE: 9/30/2010
ADDRESS: 9110 EAST AVENUE Q PHONE: 661-944-6233
CITY, STATE, ZIP: PALMDALE, CA 93591
E-MAIL ADDRESS: TROSS@FLYHONG.NAME

☐ I would like to speak.

☒ I would like to have the following statement filed for the record.

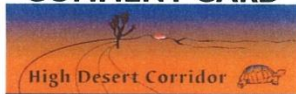
COMMENT:

PLEASE CONSIDER MOVING THE HIGH DESERT CORRIDOR FREEWAY/EXPRESSWAY NORTH 1/2 MILE TO AVENUE P; BETWEEN 90th STREET EAST AND 100th STREET EAST. THERE ARE 13 HOMES ON AVENUE Q IN THE SEGMENT BETWEEN 90th AND 100th STREET EAST THAT WOULD BE ADVERSELY EFFECTED IF THE PROJECT IS NOT MOVED NORTH 1/2 MILE.

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COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT - SCOPING/OPEN HOUSE

September 28, 2010

NAME: Kim Hemperly DATE: 9/28/2010

ADDRESS: Antelope Valley Transit Authority PHONE: (661) 729-2232

CITY, STATE, ZIP: 42210 6th ST WEST LANCASTER, CA 93534

E-MAIL ADDRESS: khemperly@avta.com

☐ I would like to speak.

☐ I would like to have the following statement filed for the record.

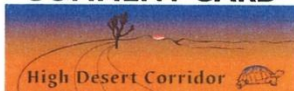
COMMENT:

ROW for commuter rail or bus rapid transit

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COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT - SCOPING/OPEN HOUSE

September 28, 2010

NAME: Keith Ferrin DATE: 10/6/10

ADDRESS: 41614 27th St West PHONE: 661-447-8208

CITY, STATE, ZIP: PALMDALE CA 93551

E-MAIL ADDRESS: KMFERRIN7@YAHOO.COM

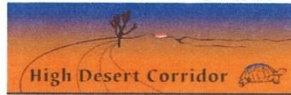
☐ I would like to speak.

☒ I would like to have the following statement filed for the record.

COMMENT:

I spoke to Mr. Aziz Elatiz in regards to this project. I feel that SR 58 from Boron to Lenwood Rd (Barstow) should be completed first. Also the "Desert Express" from Vegas should be brought on board with this project so that things are not done twice '16' right of ways, ROW, and EIR issues. No matter what technology DR to I-65 should be done now. Also no tolls and ROW in truck corridors for the future.

Comments must be received by the close of business on **November 1, 2010**. Comment cards may be mailed to California Department of Transportation - Karl Price, Branch Chief, - Division of Environmental Planning HDC (New State Route 138) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.

**COMMENT CARD**

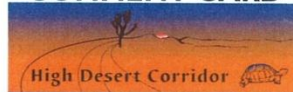
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT – SCOPING/OPEN HOUSE
September 28, 2010

NAME: Donald Sullivan DATE: _____
ADDRESS: 45434-11th St. W PHONE: 661-942-9762
CITY, STATE, ZIP: LANCASTER CA 93534
E-MAIL ADDRESS: sullivan.donald@gmail.com
☒ I would like to speak. pid speak
☒ I would like to have the following statement filed for the record.

COMMENT:

Study Impact on Route 58 as the current East/West 14015 Route
issue of growth projects & water availability
Traffic study based on unrealistic economic benefits to just \$1 Billion

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**COMMENT CARD**

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT – SCOPING/OPEN HOUSE
September 28, 2010

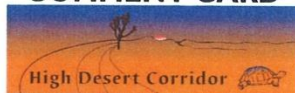
NAME: Ron Ferrell - KRT DATE: 9-28-2010
ADDRESS: P.O. Box 152 PHONE: _____
CITY, STATE, ZIP: LANCASTER, Ca. 93584
E-MAIL ADDRESS: _____
☐ I would like to speak.
☐ I would like to have the following statement filed for the record.

COMMENT:

Let me know when next meeting
send me info.

*(Add to mailing list!)

Comments must be received by the close of business on **November 1, 2010**. Comment cards may be mailed to California Department of Transportation – Karl Price, Branch Chief, - Division of Environmental Planning HDC (New State Route 138) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.

**COMMENT CARD**

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT - SCOPING/OPEN HOUSE

September 28, 2010

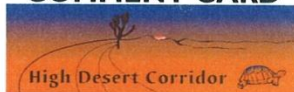
NAME: JOHN A. CURRADO, LUTCF DATE: 9-28-2010
ADDRESS: 90 ALLSTATE FINANCIAL 43713 20TH ST. W. #2 PHONE: 661-945-2696
CITY, STATE, ZIP: LANCASTER, CA 93536
E-MAIL ADDRESS: johnacurrado@allstate.com
☐ I would like to speak.

☒ I would like to have the following statement filed for the record.

COMMENT:

- ① ASSUME THAT'S IT 2013, > EIR reports are completed what is the criteria utilized to determine the priorities to enable your project to commence in the Antelope Valley?
- ② what add'l info can we provide for your scoping study?

Comments must be received by the close of business on **November 1, 2010**. Comment cards may be mailed to California Department of Transportation - Karl Price, Branch Chief, - Division of Environmental Planning HDC (New State Route 138) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.

**COMMENT CARD**

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT - SCOPING/OPEN HOUSE

September 28, 2010

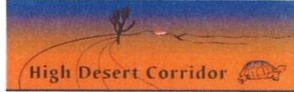
NAME: Martin Chao DATE: 9/28/2010
ADDRESS: 27513 Longhill Drive PHONE: 310 544 2471
CITY, STATE, ZIP: Rancho Palos Verdes, CA 90275
E-MAIL ADDRESS: mvchao2@gmail.com
☐ I would like to speak.

☒ I would like to have the following statement filed for the record.

COMMENT:

detailed of the project
Request that you post the pictures displayed at rear of meeting room on the web site.
Thank You.

Comments must be received by the close of business on **November 1, 2010**. Comment cards may be mailed to California Department of Transportation - Karl Price, Branch Chief, - Division of Environmental Planning HDC (New State Route 138) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.

**COMMENT CARD**

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT -SCOPING/OPEN HOUSE

September 28, 2010

NAME: ROBERT RAZO / FRANCES RAZO DATE: 9/28/10
ADDRESS: 14178 LA ROSE ST. PHONE: 918-373-9702
CITY, STATE, ZIP: SAN FERNANDO, CA 91340
E-MAIL ADDRESS: RAZOIND @ GMAIL.COM

☐ I would like to speak.

☐ I would like to have the following statement filed for the record.

COMMENT:

APN: 3084003030
PROPOSED FLOW AT MY BACK FENCE
PLEASE KEEP ME INFORMED

Comments must be received by the close of business on **November 1, 2010**. Comment cards may be mailed to California Department of Transportation - Karl Price, Branch Chief, - Division of Environmental Planning HDC (New State Route 138) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.

**COMMENT CARD**

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT -SCOPING/OPEN HOUSE

September 28, 2010

NAME: STEVE RUTHVEN DATE: 9/28/10
ADDRESS: BOX 265 PHONE: 944 9042
CITY, STATE, ZIP: LLANO CA 93544
E-MAIL ADDRESS: SRUTHVEN @ QNET.COM

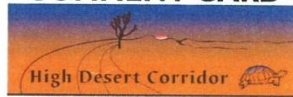
☐ I would like to speak.

☒ I would like to have the following statement filed for the record.

COMMENT:

PLEASE PUT ALL THE MAPS AND AERIAL PHOTOS
ON THE WEBSITE

Comments must be received by the close of business on **November 1, 2010**. Comment cards may be mailed to California Department of Transportation - Karl Price, Branch Chief, - Division of Environmental Planning HDC (New State Route 138) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.

**COMMENT CARD**

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT – SCOPING/OPEN HOUSE

September 28, 2010

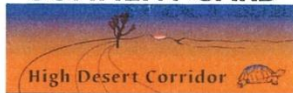
NAME: Janice M. Harris DATE: 9-28-10
ADDRESS: 4765 Paseo Fortuna PHONE: (661) 943-3195
CITY, STATE, ZIP: Palmdale, CA 93551
E-MAIL ADDRESS: _____

☐ I would like to speak.

☐ I would like to have the following statement filed for the record.

COMMENT: _____

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**COMMENT CARD**

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT – SCOPING/OPEN HOUSE

September 28, 2010

NAME: John Cellar DATE: 10/24/2010
ADDRESS: 18501 Aquino Way PHONE: 408/354-6797
CITY, STATE, ZIP: Saratoga, CA 95070
E-MAIL ADDRESS: jcellar@comcast.net jcellar@comcast.NET

☐ I would like to speak.

☐ I would like to have the following statement filed for the record.

COMMENT: _____
Please send updates.

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**COMMENT CARD**

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT -SCOPING/OPEN HOUSE
September 28, 2010

NAME: SEONG W. MIN DATE: 9/28/10
ADDRESS: 4866 20th Staga St. PHONE: 323-828-8118
CITY, STATE, ZIP: CANOGA PARK, CA, 91306
E-MAIL ADDRESS: Steve723k@hotmail.com
☐ I would like to speak.
☐ I would like to have the following statement filed for the record.
COMMENT:

I want the Northern Part Area Highway Construc-
tion.

Comments must be received by the close of business on **November 1, 2010**. Comment cards may be mailed to California Department of Transportation - Karl Price, Branch Chief, - Division of Environmental Planning HDC (New State Route 138) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.

**COMMENT CARD**

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT -SCOPING/OPEN HOUSE
September 28, 2010

NAME: STEVE RUTHVEN DATE: 9/28/10
ADDRESS: P.O. Box 265 PHONE: 944-9042
CITY, STATE, ZIP: LLANO 93544
E-MAIL ADDRESS: _____
☐ I would like to speak.
☒ I would like to have the following statement filed for the record.
COMMENT:

IT WOULD BE MORE COST EFFICIENT TO HAVE THE NEW
HIGHWAY FOLLOW CLOSELY THE EXISTING 138 NEAR 165TH EAST
INSTEAD OF CURVING AWAY AS PROPOSED

Comments must be received by the close of business on **November 1, 2010**. Comment cards may be mailed to California Department of Transportation - Karl Price, Branch Chief, - Division of Environmental Planning HDC (New State Route 138) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.



Metro

COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT -SCOPING/OPEN HOUSE
September 29, 2010

NAME: S.N.J. FUNDING, LLC DATE: Oct. 15, 2010
ADDRESS: P.O. Box 584 PHONE: 760-275-6717
CITY, STATE, ZIP: Apple Valley, CA 92307
E-MAIL ADDRESS: JAM4CLAY@gmail.com
☐ I would like to speak.
☐ I would like to have the following statement filed for the record.
COMMENT:

*We think its a great idea. Please move forward.
This will mean more jobs in our High Desert.
More access to the plants & industry we have up
here & future business to come.*

Comments must be received by the close of business on **November 1, 2010**. Comment cards may be mailed to California Department of Transportation - Karl Price, Branch Chief, - Division of Environmental Planning HDC (New State Route 138) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.



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COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT -SCOPING/OPEN HOUSE
September 29, 2010

NAME: Barbara Nevidomsky DATE: 10/25/10
ADDRESS: 16076 Sage Rd. #2 PHONE: (760) 946-3349
CITY, STATE, ZIP: Apple Valley CA 92307
E-MAIL ADDRESS: barbaranevidomsky760@hotmail.com
☐ I would like to speak.
☐ I would like to have the following statement filed for the record.
COMMENT:

*I favor ending the High Desert Corridor at the I-15.
I think local projects should be used to access
the I-15 as they represent less disruption to the
town of Apple Valley.*

Comments must be received by the close of business on **November 1, 2010**. Comment cards may be mailed to California Department of Transportation - Karl Price, Branch Chief, - Division of Environmental Planning HDC (New State Route 138) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.



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COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT - SCOPING/OPEN HOUSE
September 29, 2010

NAME: STEVEN E. HASTINGS DATE: 10-1-10
ADDRESS: 16051 NAUAYO RD PHONE: 760-240-2360
CITY, STATE, ZIP: APPLE VALLEY CA. 92307-1816
E-MAIL ADDRESS: GOING POSTAL 1247 @ VERIZON.NET
☐ I would like to speak.

☒ I would like to have the following statement filed for the record.

COMMENT:

CONNECT THE NEW RT 138 FROM RT 14 PALMDALE TO RT 15 NORTH OF VICTORVILLE,
THEN CONNECT TO DALL CUNYUS RD, OR CONNECT TO CENTRAL RD AND UPGRADE IT,
UPGRADE THE EXISTING ROADS TO HANDLE INCREASED TRAFFIC, EXAMPLE THE
CAJON PASS,

WHY IS A TRAIN BEING CONSIDERED WHEN ROADS IN POOR CONDITION ARE BECOMING
UNSAFE WITH TRAFFIC IS HEAVY. APPLE VALLEY IS EXPANDING TO EAST,

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COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT - SCOPING/OPEN HOUSE
September 29, 2010

NAME: Vicente Velasco DATE: _____
ADDRESS: PO BOX 4653 PHONE: 323-901-1715
CITY, STATE, ZIP: Covina Ca. 91723
E-MAIL ADDRESS: Vicente1Velasco@hotmail.com
☐ I would like to speak.

☒ I would like to have the following statement filed for the record.

COMMENT:

My lot is 3040 022 022 I would like to know how
close will the Fwy. Be to my property.
Keep me Informed

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COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT -SCOPING/OPEN HOUSE
September 29, 2010

NAME: Ron Axelrod DATE: 9-29-2010
ADDRESS: 14736 TWINCON RD PHONE: 760 242-2306
CITY, STATE, ZIP: APPLE VALLEY CA 92307
E-MAIL ADDRESS: RON@MAYCOLAND.COM
☐ I would like to speak.
☐ I would like to have the following statement filed for the record.
COMMENT:

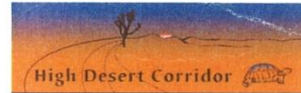
would like to see ALL THIS information
on your web site

Comments must be received by the close of business on **November 1, 2010**. Comment cards may be mailed to California Department of Transportation - Karl Price, Branch Chief, - Division of Environmental Planning HDC (New State Route 138) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.



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COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT -SCOPING/OPEN HOUSE
September 29, 2010

NAME: Jerry Douglas DATE: 9-29-10
ADDRESS: 23423 Cherokee Rd PHONE: 760-985-9966
CITY, STATE, ZIP: Apple Valley CA 92307
E-MAIL ADDRESS: travelingjerry2@yahoo.com
☐ I would like to speak.
☒ I would like to have the following statement filed for the record.
COMMENT:

I think the project should consider the additional
traffic dump on the existing Hwy 10 toward Apple Valley
If any other is done to it please consider straightening
it so that it connects with yucca lane providing an additional
way to cross the mohave river

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COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT -SCOPING/OPEN HOUSE
September 29, 2010

NAME: Jody MIRANDA DATE: 9-28-10
ADDRESS: P.O. Box 2874 PHONE: 760-275-6712
CITY, STATE, ZIP: Apple Valley, CA.
E-MAIL ADDRESS: JAM4CLAY@gmail.com
☐ I would like to speak.
☐ I would like to have the following statement filed for the record.

COMMENT:

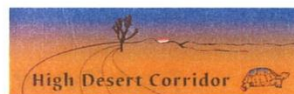
We think its a great idea. Please move forward.
This will mean more jobs in our High Desert.
more access to the plants & industry we have up
here & future business to come.

Comments must be received by the close of business on **November 1, 2010**. Comment cards may be mailed to California Department of Transportation - Karl Price, Branch Chief, - Division of Environmental Planning HDC (New State Route 138) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.



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COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT - SCOPING/OPEN HOUSE
September 29, 2010

NAME: Frank Tanner DATE: 10-2-2010
ADDRESS: 2501 Markwood Street PHONE: 626 358-5326
CITY, STATE, ZIP: Duarte, CA 91010-1340
E-MAIL ADDRESS: frank-tanner@yahoo.com
☐ I would like to speak.

☒ I would like to have the following statement filed for the record.

COMMENT: 3. LIKE THE ROUTING AT B ALTERNATE
NORTH OF RANCHO + SHEEP CREEK

1. GREAT TIMING FOR CALTRANS TO INIATE THIS PROJECT
BEFORE TOO MUCH BUILTUP HAS OCCURED.
2. WOULD LIKE TO SEE PROPOSED ALTERNATE WITH RAILS.
IF FINANCING IS NOT FEASIBLE FOR ENTIRE PROJECT,
PURCHASE ALL LAND NEEDED AND BUILD ROADS (FRWY)
AS FINANCIALY POSSIBLE

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COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT - SCOPING/OPEN HOUSE
September 29, 2010

NAME: Jody J. McKay DATE: 09/29/2010
ADDRESS: 23525 Esaw's Rd. PHONE: (760) 961-8670
CITY, STATE, ZIP: Apple Valley, CA. 92307
E-MAIL ADDRESS: www.shadowhunter-1b@msn.com

☐ I would like to speak.

☒ I would like to have the following statement filed for the record.

COMMENT: Our nice quiet town is a sanctuary of the community and all it's inhabitants. The way of life is country lifestyle living. Boasting from families and retired folks. Our rural open spaces and beautiful landscapes is an oasis for all the inhabitants. Progress doesn't have to be so destructive. The freeway should lead traffic towards the airport not go beyond into residential communities. Our community loves and respect the land and did not choose this location for freeway access. Some of the residents actually come here to get away from it in other areas. Must they keep running til there is no place left. Please put our concerns to thought before paving over our haven.

Comments must be received by the close of business on **November 1, 2010**. Comment cards may be mailed to California Department of Transportation - Karl Price, Branch Chief, - Division of Environmental Planning HDC (New State Route 138) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.



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COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT - SCOPING/OPEN HOUSE
September 29, 2010

NAME: Archie & Lois Hardy DATE: 9-29-10
ADDRESS: 15788 Mandan Rd PHONE: 760-946-2888
CITY, STATE, ZIP: Apple Valley CA 92307
E-MAIL ADDRESS: alhardy@eee.org

☐ I would like to speak.

☒ I would like to have the following statement filed for the record.

COMMENT: Letter already on file from 1st meeting

Emphatically protest any alignment that would disrupt our neighborhood - an established neighborhood with valuable homes in excellent condition. Many of us are elderly, and it would be traumatic to have to move at this stage in our lives. The project should utilize open, vacant land!

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Metro

COMMENT CARD

05 OCT 2010

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT -SCOPING/OPEN HOUSE
September 29, 2010

NAME:  Mr Donald J Zehm DATE: 10/4/10
ADDRESS: PO Box 3552 PHONE: 760 240 2781
CITY, STATE, ZIP: Apple Valley CA 92307-0070
E-MAIL ADDRESS:
☐ I would like to speak.
☒ I would like to have the following statement filed for the record.
COMMENT:

The alternative thru the town of Apple Valley would split the township and cause the relocation of many businesses. This is a bad idea.

Proposing the High Desert Corridor as toll road is a bad idea. The one in Orange County is not used to it's potential. A toll road people would avoid and continue using 138 & 18.

Comments must be received by the close of business on **November 1, 2010**. Comment cards may be mailed to California Department of Transportation - Karl Price, Branch Chief, - Division of Environmental Planning HDC (New State Route 138) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.



Metro

COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT -SCOPING/OPEN HOUSE
September 29, 2010

NAME: TANYA SARTAIN DATE: 9/29/10
ADDRESS: 16084 PAWNEE RD. PHONE: 760 247-9903
CITY, STATE, ZIP: APPLE VALLEY, CA 92307
E-MAIL ADDRESS:
☐ I would like to speak.
☒ I would like to have the following statement filed for the record.
COMMENT:

I would much rather see this large amount of money spent on another highway for some of, a bypass getting down into San Bernardino basin. The Cajon Pass is too unpredictable (fires, weather, etc.) If you insist on building this corridor please consider connecting the 14 freeway to the 15 freeway further.

Comments must be received by the close of business on **November 1, 2010**. Comment cards may be mailed to California Department of Transportation - Karl Price, Branch Chief, - Division of Environmental Planning HDC (New State Route 138) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.



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COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT - SCOPING/OPEN HOUSE
September 29, 2010

NAME: Carol McCaffrey DATE: 9/29/10
ADDRESS: 24755 Shoshone Rd. PHONE: 760-240-1546
CITY, STATE, ZIP: Apple Valley, CA 92307
E-MAIL ADDRESS: mccaffrey@carol@yahoo.com

☐ I would like to speak.

☐ I would like to have the following statement filed for the record.

COMMENT:

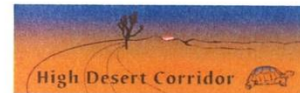
Request to be on mailing list

Comments must be received by the close of business on **November 1, 2010**. Comment cards may be mailed to California Department of Transportation - Karl Price, Branch Chief, - Division of Environmental Planning HDC (New State Route 138) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.



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COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT - SCOPING/OPEN HOUSE
September 29, 2010

NAME: RICHARD SELBY OF LUCERNE VALLEY ECONOMIC DEVELOPMENT ASSOCIATION DATE: 9-29-2010
ADDRESS: P.O. BOX 941 PHONE: 760 247 3178
CITY, STATE, ZIP: LUCERNE VALLEY, CA 92356
E-MAIL ADDRESS: richard@gentryselby.com

☐ I would like to speak.

☒ I would like to have the following statement filed for the record.

COMMENT:

THE CORRIDOR'S EASTERN TERMINUS ENDS AT JOSHUA ROAD AT HIGHWAY 18. THAT'S 4 TO 6 LANES OF TRAFFIC MERGING ON TO A 2 LANE RURAL HIGHWAY. THIS ADDS SIGNIFICANT ADT IN BOTH DIRECTIONS. THIS WILL CREATE CONGESTION AND SAFETY HAZARDS ON HIGHWAYS 18 & 247 THROUGH LUCERNE VALLEY. THIS IS A TRADE CORRIDOR THAT HAS TO BE ADDRESSED IN ITS ENTIRETY. LONG TERM PLANNING NEEDS TO INCLUDE TO YUCCA VALLEY.

Comments must be received by the close of business on **November 1, 2010**. Comment cards may be mailed to California Department of Transportation - Karl Price, Branch Chief, - Division of Environmental Planning HDC (New State Route 138) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.



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COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT - SCOPING/OPEN HOUSE
September 29, 2010

NAME: Under Clay 18 Land Trust DATE: Oct. 15, 2010
ADDRESS: P.O. Box 584 PHONE: 760-275-6712
CITY, STATE, ZIP: Apple Valley, Ca. 92307
E-MAIL ADDRESS: CHAPAROSA REG INC @ AOL.COM
☐ I would like to speak.
☐ I would like to have the following statement filed for the record.
COMMENT:

We think its a great idea. Please move forward.
This will mean more jobs in our High Desert.
more access to the plants & industry we have up
here & future business to come.

Comments must be received by the close of business on **November 1, 2010**. Comment cards may be mailed to California Department of Transportation - Karl Price, Branch Chief, - Division of Environmental Planning HDC (New State Route 138) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.



Metro

COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT - SCOPING/OPEN HOUSE
September 29, 2010

NAME: RONALD KNAPP DATE: Oct 21, 2010
ADDRESS: 23037 POWHATAN RD PHONE: _____
CITY, STATE, ZIP: _____
E-MAIL ADDRESS: NOTE
☐ I would like to speak.
☐ I would like to have the following statement filed for the record.
COMMENT: Tele # 1-760-961-1171

WE WOULD LIKE TO HAVE THE FREEWAY
NORTH OF HWY 18 EXTENDING
AS WELL.

Comments must be received by the close of business on **November 1, 2010**. Comment cards may be mailed to California Department of Transportation - Karl Price, Branch Chief, - Division of Environmental Planning HDC (New State Route 138) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.



Metro

COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT – SCOPING/OPEN HOUSE
September 29, 2010

NAME: Ed Schm DATE: 9-29-10
ADDRESS: PO Box 2513 PHONE: 760-265-1847
CITY, STATE, ZIP: Apple Valley CA 92307
E-MAIL ADDRESS: _____
☐ I would like to speak.

☒ I would like to have the following statement filed for the record.

COMMENT: 1) Take into consideration the multi use trails. Do not divide the town
with a paved Road, please leave access under/over the Road.
2) Please build the Road at ground level, not raised. The views are beautiful.
The ground is very flat. With a raised Roadway, many views will be Ruined.

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Metro

COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT – SCOPING/OPEN HOUSE
September 29, 2010

NAME: MAURICE KRAGNESS DATE: 9/29/10
ADDRESS: 19587 CHUPAROSA ROAD PHONE: 760-243-1400, x7
CITY, STATE, ZIP: APPLE VALLEY, CA 92307
E-MAIL ADDRESS: mkragness@charter.net
☐ I would like to speak.

☒ I would like to have the following statement filed for the record.

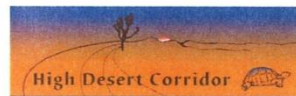
COMMENT:
I AM IN SUPPORT OF THE FREEWAY (BLUE LINE) BETWEEN I-15 & SR 14
I AM AGAINST ALT. ROUTE "C" BECAUSE TO MANY RESIDENTS WILL
BE AFFECTED.
I AM NEUTRAL ON THE BLUE ROUTE EAST OF I-15, BUT WILL SUPPORT THE
RESIDENTS AFFECTED BY IT.

Comments must be received by the close of business on **November 1, 2010**. Comment cards may be mailed to California Department of Transportation – Karl Price, Branch Chief, - Division of Environmental Planning HDC (New State Route 138) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.



Metro

COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT -SCOPING/OPEN HOUSE
September 29, 2010

NAME: Marcella L. Taylor DATE: 9-29-10
ADDRESS: 19900 Hwy 18 PHONE: (760) 985-1918
CITY, STATE, ZIP: Apple Valley, Ca. 92307
E-MAIL ADDRESS: _____

- ☒ I would like to speak.
☐ I would like to have the following statement filed for the record.
COMMENT: _____

*I live in the original Bud Westlane/Roy Rogers Dale Evans
C-Stage on Hwy 18. The town of MV designated it
a historic landmark home. The houses surrounding
me are still worth something I think. Alt. C
(red line) would destroy an expensive neighborhood.
You need to put the road through the desert, not through
homes!*

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Metro

COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT - SCOPING/OPEN HOUSE
September 29, 2010

NAME: Kathleen Gerber DATE: 10-20-10
ADDRESS: PO Box 303 PHONE: 760 240-6124
CITY, STATE, ZIP: Apple Valley Ca 92307
E-MAIL ADDRESS: _____

- ☐ I would like to speak.
☒ I would like to have the following statement filed for the record.

COMMENT: _____

- ① What is the need on the East side of I-15?
Coming from the West - Stop the freeway at I-15*
*② Is there an impact study on noise disturbance on endangered BATS living
in caves & rocks within a mile of proposed (HDC) on the eastern
most side of Apple Valley?*



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Metro

COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT - SCOPING/OPEN HOUSE
September 29, 2010

NAME: Kathleen Gerber DATE: 10-20-10
ADDRESS: PO Box 303 PHONE: 760 240-6124

CITY, STATE, ZIP: Apple Valley Ca 92307

E-MAIL ADDRESS: _____

☐ I would like to speak.

☒ I would like to have the following statement filed for the record.

COMMENT:



- 1) why not fix & widen roads already available before driving families out of their homes for a new highway obviously not wanted in the town of Apple Valley or in the County Area surrounding A.V.?
- 2) This is another example of the ongoing flood of expenditures with no accountability
 A). Take & run C). Name & power E). Sterilized hand G). Inexcusable evil, no hard obligation
 B). Heartless greed d). Not Accountable F). But Not The people's command.

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Metro

COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT - SCOPING/OPEN HOUSE
September 29, 2010

NAME: Carol Wiley DATE: 9-29-10
ADDRESS: 15457 Eto Camino Rd. PHONE: 760-245-8734

CITY, STATE, ZIP: Victorville CA 92394

E-MAIL ADDRESS: desertlily1@verizon.net

☐ I would like to speak.

☐ I would like to have the following statement filed for the record.

COMMENT:

I can understand the Palmdale to I-15 road interchange; however, through Apple Valley to Deadman Point is hard to accept. I don't think traffic should be sent through residential neighborhoods and then dumped onto Hwy 78 which cannot handle such traffic. That situation seems like the road to nowhere. Rail between Victorville should

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be planned in project, if not now; the right of way for rail.



Metro

COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT -SCOPING/OPEN HOUSE
September 29, 2010

NAME: Donald & Pearl Nunn DATE: 9/29/10
ADDRESS: 23450 ESRWS RD PHONE: 760-247-3534
CITY, STATE, ZIP: Apple Valley CA 92307
E-MAIL ADDRESS: NUNN Ranch @ Verizon, Net.
☐ I would like to speak.
☒ I would like to have the following statement filed for the record.
COMMENT: (need it) but.

We probably Not in my BACK yard.
We Need TO be kept informed
for future updates and meetings

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Metro

COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT -SCOPING/OPEN HOUSE
September 29, 2010

NAME: RICHARD PEARSON DATE: 10/27/10
ADDRESS: 19598 NADA RD PHONE: 760 242-3744
CITY, STATE, ZIP: APPLE VALLEY, CA 92307
E-MAIL ADDRESS: dpears @329@msn.com
☐ I would like to speak.
☒ I would like to have the following statement filed for the record.
COMMENT:

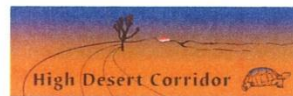
The timely completion of this transportation
corridor will provide a significant improvement
to expand potential commerce and military
routes across the High Desert, especially
during regional disaster events & threats.

Comments must be received by the close of business on **November 1, 2010**. Comment cards may be mailed to California Department of Transportation - Karl Price, Branch Chief, - Division of Environmental Planning HDC (New State Route 138) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.



Metro

COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT -SCOPING/OPEN HOUSE
September 30, 2010

NAME: Delshad Pourshimi AKA SHADI AZIZI DATE: 9-29-10
ADDRESS: 6721 Corte Del Vista PHONE: _____
CITY, STATE, ZIP: Pleasanton, CA 94566
E-MAIL ADDRESS: _____

- ☐ I would like to speak.
☐ I would like to have the following statement filed for the record.

COMMENT:

Palmdale Blvd is a dangerous road now,
whereas 18 is pretty safe. Palmdale needs to
improve.

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Metro

COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT - SCOPING/OPEN HOUSE
September 30, 2010

NAME: Mary Anne Stephens DATE: 10/2/2010
ADDRESS: 12710 Bootridge Lane PHONE: 760 553-6931
CITY, STATE, ZIP: Victorville, CA 92392
E-MAIL ADDRESS: stephens.maryanne@hotmail.com

- ☐ I would like to speak.
☒ I would like to have the following statement filed for the record.

COMMENT:

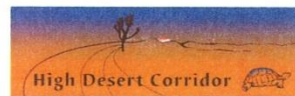
The high desert corridor is an exciting project. It will bring jobs
to our area and help increase property values. This also seems
to be a great way to help improve traffic congestion for all
of southern California, with a minimum invasiveness
to existing structures and properties. I see it as a win
win situation for everyone and am very much in favor of it.

Comments must be received by the close of business on **November 1, 2010**. Comment cards may be mailed to California Department of Transportation - Karl Price, Branch Chief, - Division of Environmental Planning HDC (New State Route 138) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.



Metro

COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT -SCOPING/OPEN HOUSE
September 30, 2010

NAME: HERSHAL TINCH, FAMILY TRUST DATE: 9-27-10
ADDRESS: 1205 MISSION ROCK ROAD PHONE: 805 525-5484
CITY, STATE, ZIP: SANTA PAULA, CA 93060-9730
E-MAIL ADDRESS: TINCO1@MSN.COM
☐ I would like to speak.
☒ I would like to have the following statement filed for the record.
COMMENT:

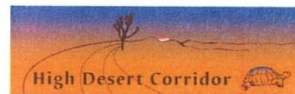
I WISH TO OBTAIN ALL INFO AS POSSIBLE.
WE HAVE NO PROBLEMS WITH THIS PROJECT.

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Metro

COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT - SCOPING/OPEN HOUSE
September 30, 2010

NAME: Moore-Henne DATE: 9/30/10
ADDRESS: _____ PHONE: _____
CITY, STATE, ZIP: phelan, 92371
E-MAIL ADDRESS: _____
☐ I would like to speak.
☒ I would like to have the following statement filed for the record.
COMMENT:

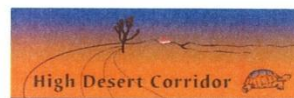
PLEASE Do Post your Land use
maps & Turtle impact - Mainly Land use
on The WEBSITE / we like looking @

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Metro

COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT -SCOPING/OPEN HOUSE
September 30, 2010

NAME: DENNIS TURNER DATE: 9-30-10
ADDRESS: 392, E. STEVENS ROAD #26 PHONE: (760) 318-2122
CITY, STATE, ZIP: PALM SPRINGS CA 92262
E-MAIL ADDRESS: dennisinps@msn.com
☐ I would like to speak.
☐ I would like to have the following statement filed for the record.
COMMENT:

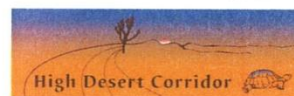
IT IS MY OPINION THAT THE ROUTE FROM PALMDALE TO
APPLE VALLEY, VIA PALMDALE BLVD, WITHOUT THE DETOUR AT
SHEEP CREEK (B) WOULD BE THE MOST EXPEDITIOUS WAY TO GO

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Metro

COMMENT CARD



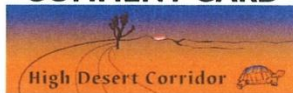
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT - SCOPING/OPEN HOUSE
September 30, 2010

NAME: DOLORES ELLIS DATE: 10-1-10
ADDRESS: 19134 POSEIDON AVE PHONE: 562-402-6862
CITY, STATE, ZIP: CERRITOS CA 90703
E-MAIL ADDRESS: DE9084@AOL.COM
☐ I would like to speak.
☐ I would like to have the following statement filed for the record.
COMMENT:

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COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT - SCOPING/OPEN HOUSE

NAME: GEORGE MAMMO

DATE:

ADDRESS: 410 FANTASY ST.

PHONE: (661) 609 8616

CITY, STATE, ZIP: PALMDALE CAL. 93551

E-MAIL ADDRESS:

☐ I would like to speak.

☐ I would like to have the following statement filed for the record.

COMMENT:

PARCERAL NO 3022 016-010

(10th/P-8
Vacant Lot)

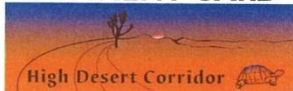
Add to
meeting list

PLEASE NOTIFY ME FOR NEXT MEETING

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COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT - SCOPING/OPEN HOUSE

NAME: Charles Ransom

DATE:

ADDRESS: 38909 180th East Palmdale Ca

PHONE: 661-264-9151

CITY, STATE, ZIP: 93591

E-MAIL ADDRESS: Rcharlee@yahoo.com

☐ I would like to speak.

☐ I would like to have the following statement filed for the record.

COMMENT:

Need hand outs

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COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT -SCOPING/OPEN HOUSE

NAME: Douglas E. Westphal DATE: 10-08-2010

ADDRESS: 16341 Jubilee Trail Ave. PHONE: (661) - 264-4881

CITY, STATE, ZIP: Palmdale, CA. 93591

E-MAIL ADDRESS: Safe 2 Truck @ Yahoo .com

☐ I would like to speak.

☒ I would like to have the following statement filed for the record.

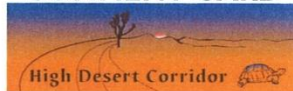
COMMENT:

I like the proposal for a Palmdale, CA to Apple Valley, CA.
freeway down Palmdale rd. through Adelanto, CA. in conjunction
with the 138 Hwy and 18 Hwy crossing Hwy 395 connecting
I-15. Long time needed for this thruway. Please use
Holiday Rock Cement and Asphalt convenient to project.

Comments must be received by the close of business on **November 1, 2010**. Comment cards may be mailed to California Department of Transportation - Karl Price, Branch Chief, - Division of Environmental Planning HDC (New State Route 138) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.



COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

HDC-NEW STATE ROUTE 138 FREEWAY/EXPRESSWAY PROJECT - SCOPING/OPEN HOUSE

NAME: Sandra Harrison DATE: _____

ADDRESS: 38631 Desert View PHONE: _____

CITY, STATE, ZIP: Palmdale CA 93551

E-MAIL ADDRESS: _____

☐ I would like to speak.

☐ I would like to have the following statement filed for the record.

COMMENT:

Would like project map & fact sheet
Thank you

Comments must be received by the close of business on **November 1, 2010**. Comment cards may be mailed to California Department of Transportation - Karl Price, Branch Chief, - Division of Environmental Planning HDC (New State Route 138) - 100 South Main Street, MS-16A, Los Angeles, CA 90012.

Written Comments

LUCERNE VALLEY ECONOMIC DEVELOPMENT ASSOCIATION (LVEDA)

To: Ronald J. Kosinski, Dep. Dist. Dir. *ek*
Division of Env. Planning (07-HDC – New SR 138 – Project #80)
Caltrans, District 7
100 S. Main St., MS-16A
Los Angeles, CA 90012

From: Chuck Bell, Pres. chuckb@sisp.net 760 964 3118
P. O. Box 193
Lucerne Valley, CA 92356



Date: 10/25/10

RE: **SCOPING – HIGH DESERT CORRIDOR (NEW SR-138)**

Impact of "High Desert Corridor Project" on Lucerne/Johnson/Morongo Valleys.

The Corridor's eastern terminus ends at Joshua Rd. in Apple Valley. Its 4 to 6 lanes - dumping traffic on 2 lane Hwy 18 (with a significant ADT increase in both directions due to the Corridor's link between I-14 and the I-10) - will create congestion and safety hazards on Hwys 18, 247 and 62. This is a "trade corridor" that has to be addressed in its entirety. LVEDA'S position: The best long-term solution would be to incorporate improvements to these eastern segments in the planning and funding for the High Desert Corridor project. Without said planning and a financing link to the project, the Corridor EIR's "off-site" analysis for these eastern segments will have to show "a significant, adverse environmental impact" that will be difficult or impossible to ignore with "findings of overriding consideration". The EIR will likely be challenged.

Bruce Burch
Coreen Savikko
20538 East Avenue Q12
Palmdale, CA 93591

Karl Price
Robert Wang
Ron Kosinski
State of California
Department of Transportation
100 South Main Street, MS-16A
Los Angeles, CA 90012-3712

Gentlemen;

We spoke with Mr. Kosinski the night of the first public meeting on the High Desert Corridor Project, September 27th, in Palmdale. We are the people who have a vineyard on our 5 acre "desert oasis" at the above address. Currently your penciled-in plan for the proposals 3 and 4 as presented that evening calls for the proposed roadway to pass right through our property, totally removing our home. The map shows it proceeding east from about 125th street along Avenue Q12, our street, and on to the Victor Valley. Naturally we have a personal stake in trying to persuade you to consider other alternatives. Because of this we have been thinking and exploring the countryside in the area and we will offer you some reasons why there is a better alternative on practical grounds as well as reasons why our property should be spared.

1) The corridor at Avenue R4, only ½ mile south of the currently proposed path, is a much more practical and economical route because it is a straight line with little to no housing in the way and there are no buttes or hills that would have to be negotiated. And your proposed deflection labeled "B" would be avoided because you would already be south of this area.

Avenue R4 exists ¾ mile south of Palmdale blvd and ¼ mile south of Avenue R. Included in packet number 1 are photographs taken at this position at the cross streets of Long View (130th Street East), 165th Street East, 175th Street East, 200th Street East, 215th Street East, 230th Street East, 240th Street East, and the equivalent level on Sheep Creek Road in San Bernardino county. With the exception of Long View Road, THERE ARE NO HOMES AT THESE LOCATIONS. Only open desert is in the path for nearly 100% of the route. And the two homes at R4 and Longview consist of people living in motor homes, clearly a more economical purchase that he significant number of occupied, well maintained, and more costly homes along Q12. Between 165th St East and 170th Street East there is a small shop, known as the Retlaw Shop belonging to Bolthouse Farms. This structure sits in the middle of farm land and could be avoided by the gentlest of diversions around it. The surrounding land is land that would be required to be

disrupted if the Q12 route is chosen anyway, so no net change in land purchase is required. If you felt the structure is better removed it is, as we said, small and would not be as expensive to deal with as several nice homes. The R4 corridor passes north of the General Atomics Grey Butte facility comfortably with no deviation nor disruption required, avoids the dairy in San Bernardino County on Sheep Creek Road, and as we have mentioned, doesn't require the deviation shown as "B" on the maps you provided, because Avenue R4 already brings you south of this point. If you felt you wanted to deflect back north again after that point, it would require no more expenditure than if you had in fact included alternative "B".

In concluding the economic arguments for choosing R4 rather than Q12 we state that the materials cost would be no more- and possibly less- than current plan. AND THE EXPENDITURE FOR PURCHASING HOMES WILL BE LESS. And this does not yet address the much more minimal disruption of families that would be necessary along R4.

2) But we will discuss that aspect now. As previously stated, there are few if any seriously established homes along the R4 route. And just as importantly, there are several homes along Q12 in which families such as ours have lived for several years and built them up with pride and love and dedication, intending them to provide secure and nurturing places to live out their years. We have included photographs in packet 2 showing the home we have created from nothing over the last 12 years that we have lived here. When we moved here there was nothing but tumbleweeds and a bank owned house. We have developed and landscaped, and built buildings that have required most of our disposable income. We have, through years of sacrifice and hard work, created the home we hope will be our refuge into our final years. We have 5 horses. We have dogs. We have over 450 grape vines and sell wine grapes. We are members of the Antelope Valley Winegrowers Association and as we approach retirement from our careers, we have been planning on turning our vineyard into a meaningful retirement income. Our vines are over 10 years old and are JUST coming into the maturity required to provide fruit desirable to buyers. If we had to move elsewhere and start over, it would take us past our productive years into a stage of life where we would not be well equipped to do the work required to tend a vineyard. We often joke that we are now 12 years into our 10 year plan and there is no end in sight.

As I said the night of the Palmdale public meeting, we have a unique property that is hard to evaluate financially. But by no means are we the only family with well established, well cared for, and long term homes along Q12. Please spare us and all the others living along Q12 the heartache of having our homes and our lives disrupted.

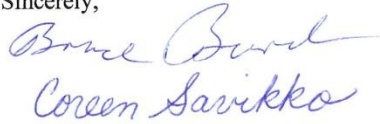
3) There are also some environmental issues to be considered concerning our property. First of all, we have a fairly large population of ground squirrels living throughout our property and on the properties adjacent to ours on either side east and west, and to the north and south of us as well, a significant population.

Also, since we have landscaped and developed our land, it has become a significant roosting place for various species of birds during the migration season. The photographs included in packet 3 were taken on our property on October 11th showing several hundred turkey vultures that overnighted on our property on their southern journey. Through out the year, but especially in the fall, we also see golden eagles.

In summary, we beg of you, if you are feeling that you are likely to choose alternative 3 or 4 east of 125th Street East, to please consider running through the R4 corridor rather than Q12. It will be more economical, more humane, and more environmentally faithful.

Thank you for your attention.

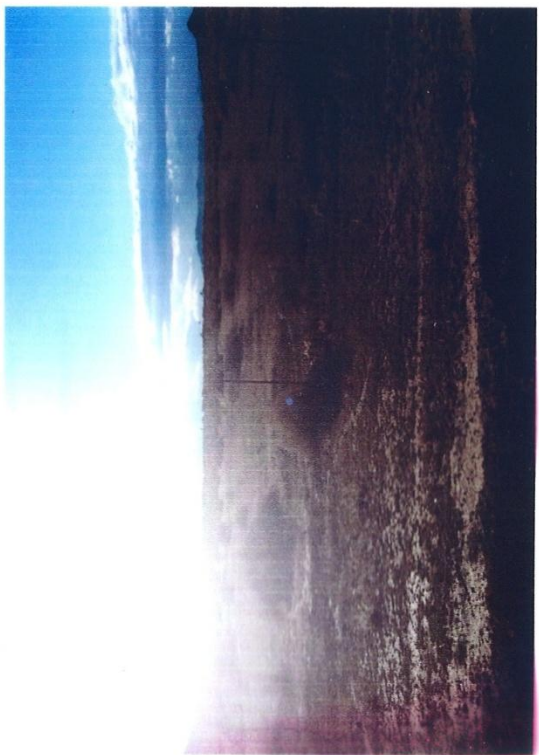
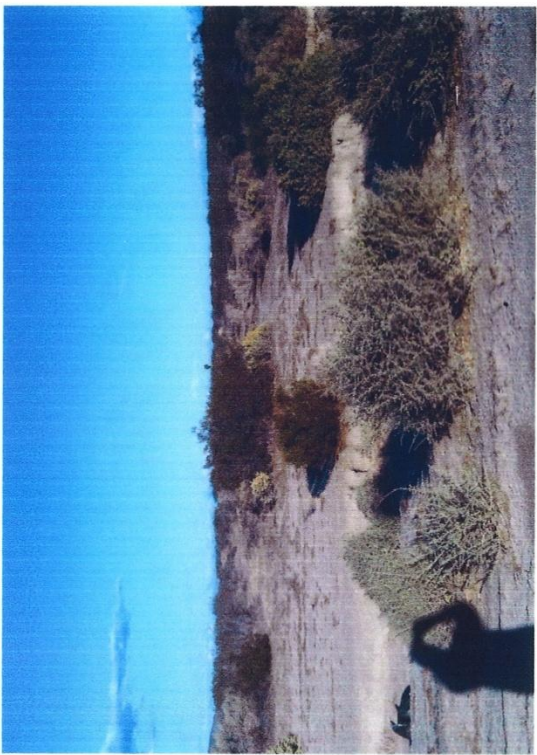
Sincerely,

The block contains two handwritten signatures in blue ink. The first signature, "Bruce Burch", is written in a cursive style. The second signature, "Coreen Savikko", is also in cursive and is positioned directly below the first.

Bruce Burch and Coreen Savikko
20538 East Avenue Q12
Palmdale, CA 93591



TURKEY VULTURES RESTING IN MIGRATION OUT. N, 2010
TREES AT 20 5 38 EAST AVENUE Q 12



OVER

These are all at R4 at
various cross streets, (210th? 215th? 230th?)
I can't remember which is which because
they are all just open desert

Looking East At Longview Rd



SW corner of Rt 4 Longview.
This structure is a motor home only.



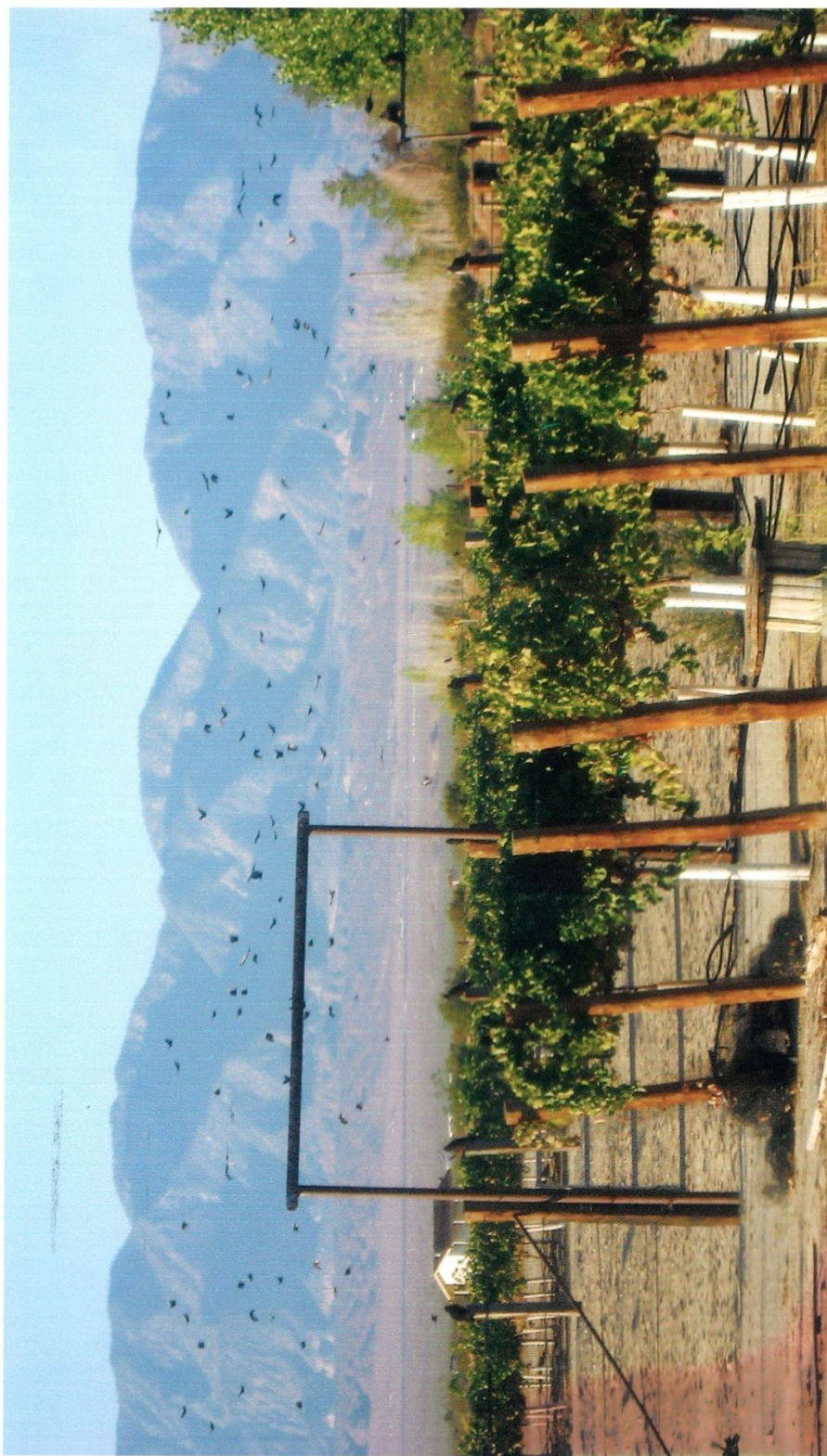
South East corner of Rt 4
Longview Rd. An RV Dominicite

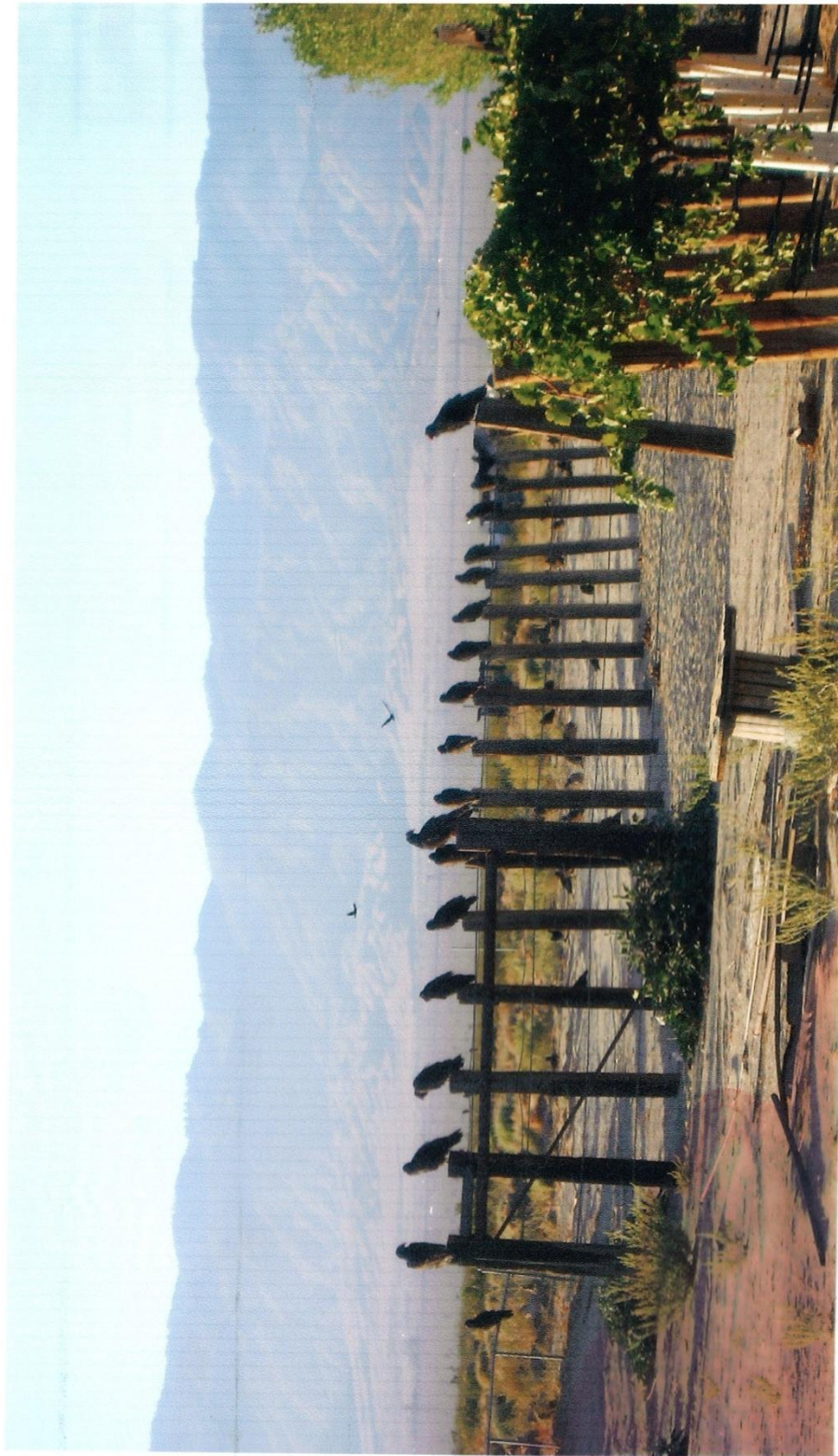


TURNKEY VULTURES RESTING IN MIGRATION PATH
20539 EAST AVENUE Q12, PALMDALE, CA 93559

OCTOBER 11, 2010

TURKEY VULTURES 800 AM , OCT. 11th 2010 AT
20538 EAST AVENUE #12, PALMDALE. BIRDS OVERMIGHTED
THEN FLEW ON.





TURKEY VULTURES STOPPING OVER DURING MIGRATION
 OCTOBER 11, 2010 20538 EAST Q12, PALMDALE, CA 93551

THE RETLAW SHOP. R4 BETWEEN
165TH & 170TH LOOKING EAST



EAST & WEST AT R4 & ~22004th



LOOKING WEST AT R4 & 165TH E.



VULTURES OVERNIGHTED. THIS IS APPROX 10/11/10



OCT. 11th 2010, 20538 EAST AVE Q12,
Palmdale. ZIN FANCIER VINEYARD IN FOREGROUND

This was all tumble weeds when we moved in



20538 EAST AVENUE Q 12, Palmdale, CA 93591



WWW. CORUCE VINEYARDS.COM



HARVESTING SYRAH GRAPES
20538 E. AVE Q13, PALMDALE
WE BELONG TO THE ANGELO VALLEY
WINE GROWERS ASSOCIATION AND HOPE
TO TURN THIS INTO RETIREMENT INCOME
OUR VINES ARE JUST REACHING MATURITY

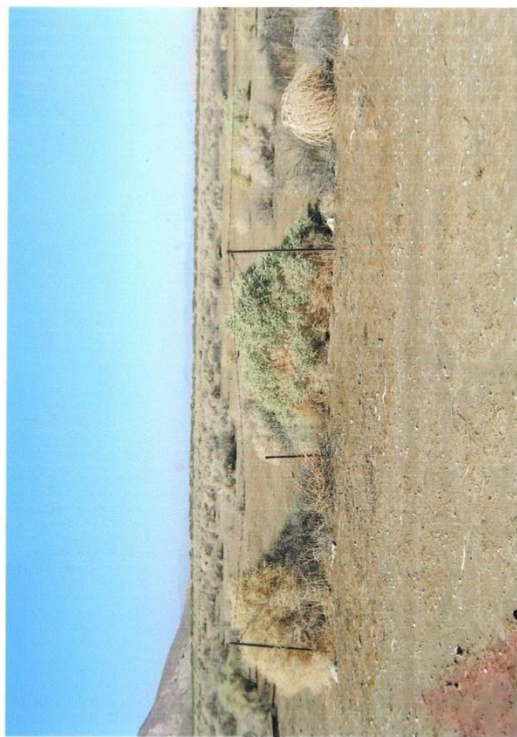
R4 of 240th St. East
Looking West



Sheep Creek Rd in SW Weber Ward, CO.
At the level of R4 in LA County. Looking
East. Quartzite Mt in the distance.



R4 of 240th East Looking East.
General Atomics is to the south
of the Route



R4 of 240th East Looking West.
"Black Butte" is well south of the Route



over



OUTA

THIS USED TO BE
TUMBLE WEEDS ONLY.

Sheep Creek Rd in
San Bernardino County
Looking WEST AT THE LEVEL OF
RD 4 IN LA COUNTY

210 Funder
Vineyards at corner
August 2012, Alameda



our back yard
2013 8 East Q 12

SHEEP CREEK RD IN SAN BERNARDINO CO.
AT THE LEVEL OF Rt 14 IN LA COUNTY. LOOKING
EAST. QUARTZITE MT IN THE DISTANCE.



SHEEP CREEK RD IN SAN BERNARDINO
CO. AT THE LEVEL OF Rt 14 IN LA COUNTY
LOOKING EAST



TURNER VULTURES 30538 EAST Q19
Palmdale, 10/11/10

Charles Childers
9243 Calle de Vista Oeste
San Diego, CA 92129

10/24/2010

Mr. Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning
(07-HDC [New SR-138], Project #80
CALTRANS DISTRICT 7
100 South Main St., MS-16A
Los Angeles, CA 90012

Dear Mr. Kosinski:

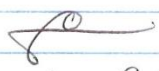
Please put my name on the
mailing list for the below listed
project.

07-HDC [NEW SR-138], Project #80

My Name and address is:

Charles Childers
9243 Calle de Vista Oeste
San Diego, CA 92129

Thank you


Charles Childers

Altec Engineering, Inc.

19531 Highway 18
Apple Valley, CA 92307

(760) 242-9900
Fax (760) 242-9918
AltecEng@aol.com

Mr. Ronald J. Kosinski, Deputy District Director *rk*
Division of Environmental Planning (07-HDC [NEW SR-138] Project #80)
Caltrans District 7
100 South Main Street, MS16A
Los Angeles, CA 900012

October 29, 2010

Dear Mr. Kosinski:

From information I received from the September 29, 2010 meeting in Apple Valley, I formally request to be placed on your mailing list for information concerning this project.

Since the project routes being considered more or less equally divide the developable land between State Route 14 and Interstate 15, and flood waters originating in the mountains to the south will cross the proposed High Desert Corridor at USGS mapped blue line streams at one mile +/- intervals, I would propose the following:

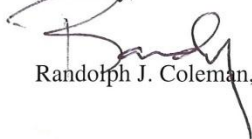
1. Ask Los Angeles County Flood Control to review the selected alignment for placement of detention basins on the upstream side of all culvert crossings in Los Angeles County.
2. Ask San Bernardino County Flood Control to review the selected alignment for placement of detention basins on the upstream side of all culvert crossings in San Bernardino County.
3. Get any input or constraints available from the Army Corps of Engineers regarding USGS blue line stream issues.
4. Get any input or constraints available from California Department of Fish and Game and US Fish & Wildlife Service concerning biological/endangered species issues regarding potential retention/detention basins.

It is my opinion that water conservation, recreational usage of basins and smaller culvert sizes would bring added benefits to the project in the long-term view of watershed management.

Perhaps the greatest benefit could be achieved from the millions of dollars that will be saved as development takes place downstream and smaller flood control and drainage structures are required to control the reduced flows.

If I can be of any assistance as this project proceeds, please let me know.

Sincerely,



Randolph J. Coleman, AICP, PE, REA, Certified Wildlife Biologist

Civil Engineering
Land Surveying & GPS
Land Planning & GIS

Biological, Native Plant & Phase I Assessments
Valuations & Marketing Studies
©

Real Estate Services
Feasibility & Fiscal Analysis
Construction Management & Inspection



Ronald J. Kosinski, Deputy District Director *RK* October 15, 2010
Division of Environmental Planning (07-HDC (New SR-138), Project no. 80)
Caltrans District 7
100 S. Main Street, MS-16A
Los Angeles, Ca. 90012

Dear Mr. Kosinski:

I have received information about a proposed new highway linking Palmdale and Victorville. There is a definite need for this road to be built, but not as a toll road, and most assuredly not as a truck-toll only stretch of highway.

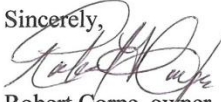
California truckers are being subjected to vigorous regulations from several agencies in this state from the DMV, California Highway Patrol, and of course the California Air Resources Board.

The California trucker pays huge amounts in registration fees and fuel taxes. We cannot continue to operate in this state if we are unfairly taxed again and again.

I wish I had known of the meetings on this issue, I would have attended one or more of them. Please give my comments the same weight from this letter as if I had been in attendance.

We must stop killing small business.

Thank you for your time and consideration.

Sincerely,

Robert Corpe, owner
B & D Delivery Service
19116 Seaforth St. 92345

COY

September 29, 2010

Mr. Ronald J. Kosinski, Deputy District Director *RL*
Division of Environmental Planning (07-HDC [New SR-138], Project #80)
Caltrans, District 7
100 South Main Street, MS-16A
Los Angeles, CA 90012

Dear Mr. Kosinski:

Please consider this our request to be added to the mailing list for all matters concerning the proposed High Desert Corridor project (new SR-138). We are property owners in the affected area, parcel #3200371010000.

Our contact information is as follows:

Gary L. and Susan E. Coy
168 Aspen Way
Carmel, IN 46032

Email: coywolf57@aol.com

Telephone: 317.846.9188 (home)
317.691-6699 (mobile)

Thank You,

Gary L. Coy

Gary L. Coy

Susan E. Coy

Susan E. Coy

October 11, 2010

State of Calif. Dept. of Transportation
HDC-New State Rt. 138 Freeway/Expressway
100 South Main Street, MS-16A
Los Angeles, CA 90012-3712
ATTN: MR. KARL BRANCH

First of all I would like to thank you and the Cal Trans staff for the excellent job of preparing the environmental review and maps for the proposed High Desert Corridor project as well as arranging the community meetings that allow citizen input into the project.

With the current and immediate future financial condition of the State and Federal Government it is imperative that all proposed construction projects be limited to projects that are the most beneficial and financially affordable.

With in the sphere of the proposed (HDC) project there exists three major highways that are in desperate need of rehabilitation. SR-138, SR-18 and US-395. Any monies that may be available through Federal or State grants should be directed towards these existing major arteries. Spending any monies on the (HDC) project prior to the completion of the rehabilitation of SR-138, SR-18 and US-395 is unacceptable.

The proposed (HDC) project as I understand it, excluding **Option #5**, does nothing to alleviate the dangerous conditions of SR-138, SR-18 and US-395. As I understand through this proposal SR-138 and SR-18 are to stay in place functional as major arteries with no proposed upgrades. And upgrades to US-395 are not being considered as part of the (HDC) project.

It is well known that the underlying motivation behind this project is to make truck traffic more accessible to (SCLA) from SR-14 and I-15.

The Victorville City Council (which is soon to change in part) has encouraged the Apple Valley Town Council to join in support of this project.

Apple Valley has an existing direct route from its commercial area to I-15 via Dale Evans Parkway that can be up graded as time goes. Necessary right away for expansion exists.

With an upgrade of existing SR-18 and US-395 a reasonable truck route for (SCLA) would exist. At some point in the future the currant Air Express Way could be expanded over the Mojave River to tie to I-15.

I encourage you to add #8 to your Fact Sheet which would incorporate #5 with the exclusion of the segment east of I-15 as well as adding an upgrade including widening to US-395 from I-15 to SR-58.

If option #8 can not be entertained than the only appropriate option would be option #1 NO-Build!!

Thank you for your time and consideration in reviewing this letter.

Respectfully



Kenneth Culbertson

October 6, 2010

Mr. Ronald Kosinski *MC*
Deputy District Director
Division of Environmental Planning
CalTrans District 7
100 South Main Street
Mailstop 16A (Project: HDC)
Los Angeles, CA 90012

Mr. Kosinski,

Thank you for coming to Apple Valley last week to talk about the High Desert Corridor. I own property by the Apple Valley Airport.

Some of the speakers who spoke against the project mentioned they had moved to Victor Valley five years ago to get away from the city. The fact is they are a part of the growth of which they are complaining. Growing cities are precious things. Living in a growing city, it is easy to become myopic and believe that development is everywhere. In point of fact, it doesn't take much driving around this country to realize that much of the country is actually undeveloped and economically stagnate. The truth is that many who complain about development, desire freeways, shopping centers and places of employment for themselves, while their cries to stop development deny those same benefits to others.

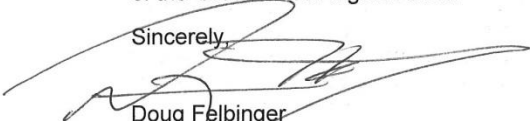
I believe government should exercise restraint in its use of eminent domain, but building roads is one of the few good things government does, and it is clearly a legitimate use of that special power. It is a specious argument to claim that because the freeway will take my property, or be near my property, that it should not be built. The fact is that we all use freeways, and without freeways Southern California would cease to function. My mother's childhood home was taken to build the 405 freeway through Inglewood. I am grateful that the 405 was constructed, and I use it regularly.

Some of the speakers pointed out on Wednesday night that they don't mind the freeway connecting the 14 and the 15, but they don't want the freeway sweeping into or around Victor Valley. But the Victor Valley area vitally needs help with traffic congestion on its east-west arterial streets. The area is divided by both the 15 and features of the Mojave River, creating congestion points on these east-west arterials. The High Desert Corridor around Victor Valley would greatly relieve that congestion.

I prefer the northern-most route, identified in blue on the CalTrans map, because it most directly connects the North Apple Valley Industrial Specific plan and Southern California Logistics Airport with the freeway system. Furthermore, utilizing the northernmost route around Victor Valley would reduce acquisition costs and reduce the impact on existing developed properties.

Whether we like it or not, the Greater Los Angeles Metropolitan Area is growing and will continue to grow. The High Desert Corridor is needed to alleviate congestion in the Victor Valley area, and to transport commuters and goods east and west in the continuing northward growth of the Greater Los Angeles area.

Sincerely,


Doug Felbinger
818-419-3234

10164 Vanalden Ave.
Northridge, CA 91324



"Jeff Field"
<jfield1269@charter.net>
09/30/2010 07:51 AM

To <Karl_Price@dot.ca.gov>
cc
bcc
Subject SR-138 High Desert Corridor Project

Thursday, September 30, 2010
Mr. Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning (O7- HDC [New SR-138], Project #80)
Caltrans, District 7
100 South Main Street, MS-16A
Los Angeles, CA 90012

Dear Mr. Kosinski,
My name is Jeffrey S. Field; I am a professional driver that uses CA – 138 on a regular basis with my driving schedule. I do understand the need to expand this highway's traffic capacity to meet the current demand. However, I do not agree with any proposal to make this a toll road for anyone, especially truck drivers. My company is treading water in this recession or our economy. Having to pay tolls could lead to something worse that could put me out of a job. Add to the fact that most commuters would not like to have to pay a toll either. If they do not want to pay this toll, these commuters will go out of their way and use more gas to do that. Mr. Kosinski, do you live in this area and will use this toll/expressway yourself? If you do not, then how do you know the impact your proposal will have on the local residents?

Once again, I reiterate that I do understand the need to find new ways to fund the expansion or the state's highway's, but please do not put the cost on the backs of hardworking drivers that bring the products and groceries you buy on a daily basis.

Sincerely,

Jeffrey S. Field

No virus found in this outgoing message.
Checked by AVG - www.avg.com
Version: 9.0.856 / Virus Database: 271.1.1/3166 - Release Date: 09/28/10
22:37:00



Karl
Price/D07/Caltrans/CAGov
10/04/2010 05:00 PM

To slgarb@q.com
cc Robert Wang/D07/Caltrans/CAGov@DOT, Jim
Robinson/D08/Caltrans/CAGov@DOT
bcc
Subject Fw: Notice of Public Scoping - Cal Trans

Stephen/Linda.

The information presented at the scoping meetings (the displays showing the alignment alternatives and the PowerPoint presentation), plus other project information, are available at the project website:
<http://www.dot.ca.gov/dist07/travel/projects/138hdc/>

Please let me know if you have any questions or would like additional information.

Karl Price
Senior Environmental Planner
Division of Environmental Planning
Caltrans - District 7
213-897-1839

----- Forwarded by Karl Price/D07/Caltrans/CAGov on 10/04/2010 01:39 PM -----

Jim
Robinson/D08/Caltrans/CAGov
10/01/2010 09:12 AM

To Russell Williams/D08/Caltrans/CAGov@DOT, Kerrie
Hudson/D08/Caltrans/CAGov@DOT, Karl
Price/D07/Caltrans/CAGov@DOT
cc
Subject Fw: Notice of Public Scoping - Cal Trans

FYI

----- Forwarded by Jim Robinson/D08/Caltrans/CAGov on 10/01/2010 09:11 AM -----



SL Garb <slgarb@q.com>
09/30/2010 03:23 PM

To <jim_robinson@dot.ca.gov>
cc
Subject Notice of Public Scoping - Cal Trans

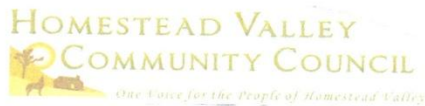
Mr. Robinson:

We spoke on the phone briefly earlier today. I'm the one that lives in Colorado Springs, Colorado but have a land lot in the Victorville area I inherited from my father.

Please send us any information you can about what is discussed or distributed at the Public Scoping/Open House meetings for the High Desert Corridor Project.

Thank You,

Stephen C. Greeley
Linda Greeley



P.O. Box 3694

Landers, CA 92285

www.hvccsite.org

Ronald J. Kosinski,
Deputy District Director
Division of Environmental Planning
(07-HDC [New SR-138], Project No. 80) Caltrans District 7
100 S. Main Street, MS-16A
Los Angeles, CA 90012

October 26, 2010

RE: the planning for the High Desert Corridor:

Dear Sir:

It is unacceptable that the area in the Environmental Impact Study does not include Lucerne Valley, Johnson Valley, Landers, Flamingo Heights, Yucca Mesa, and Yucca Valley on Hwys 18 and 247, then the communities on Hwy. 62 from the I-10 over to 29 Palms and beyond, wherever the planners eventually want this corridor to be routed. They will all be impacted.

The unattended consequences if this corridor crosses the I-5 and erupts its traffic into Apple Valley could mean undo stress to Hwy 247 infrastructure in the rural communities it serves.

State Route 138 is designated as a interregional corridor and is regarded as an "initial component" of the High Desert Corridor. What are the plans for the unmentioned second and may be third or fourth components? Do we look forward to years of freeway building across the entire High Desert? High speed multi lanes through historic rural desert areas? Development and suburbanization of open spaces as has occurred unchecked along the I-10, the I-5, the I-15, the 405 etc, over the years?

The argument that the Corridor will be necessary because it is anticipated population in the high desert will grow rapidly when the economy recovers, leaves out one important point. Ever since the very first freeway was built to relieve traffic congestion, all freeways have created rapid population growth by their existence, and thus created their own congestion.

The argument that it will reduce traffic on L.A. freeways leaves out one point. Reducing traffic on L.A. freeways does not justify increasing traffic in the desert or anywhere else.

The argument that it will reduce air pollution in L.A. leaves out one point. Reducing air pollution in L.A. does not justify increasing air pollution in the desert.

The argument that it will create a safer route of travel maybe true. But has anyone compared the safety statistics on the 405 to 60 miles on Pearblossom Hwy? Cannot this notorious route be made safer without creating a multi lane full scale freeway for truck traffic to replace it?

Once again planners are looking at the desert as an empty space into which they can dispose of the problems and consequences of previous poor decisions. Inability or refusal to acknowledge obvious drawbacks is not acceptable to residents of the high desert.

We are the ones that have to live with them.

Respectfully,

James Harvey
President HVCC

MR. RONALD J. KOSINSKI *PK*

PLEASE put me on the mailing list
CONCERNING project FOR "THE High DESERT
CORRIDOR" (NEW SR-138). THANK YOU

Respectfully Submitted,

Armando Hernandez

October 6, 2010

California Department of Transportation
Attn: Karl Price, Branch Chief
- Division of Environmental Planning (New State Route 138)
100 South Main Street, MS-16A
Los Angeles, CA 90012

RE: HDC – New State Route 138/Expressway Project

Dear Sir,

Please accept this letter of appreciation to your staff for the meeting they conducted in Apple Valley on September 29th at the Town Offices in Apple Valley.

I applaud your staff and their professionalism in the face of outright absurdity and rudeness in the general public's attempt to comment (i.e. vent). Owning land in the High Desert I have known of the proposed corridor since the late 1980's and am thankful for forward thinking individuals who determine future growth and needs in the High Desert. The High Desert corridor will become an area of growth, expansion and future congestion.

The High Desert areas (Apple Valley and Hesperia) are 'land locked' due to the lack of proper access across the Valley to Interstate 15. We currently have three access roads across the Valley – Bear Valley Road, Highway 18 and Main Street Hesperia. Without planning, future growth would have several 'choke points' when attempting to cross the valley. The plan proposed by your staff would alleviate some of the congestion – whenever funded, built and completed.

Unfortunately I am sure your staff received the same complaints from those living by the 210 Freeway and who ironically, travel those roadways on a daily basis.

Please extend my appreciation to your staff for their professionalism.

Sincerely,



Mark D. Hutchason
9708 Kiowa Road
Apple Valley CA 92308

October 28, 2010

To Whom it may concern:

I would like you to be aware that the area generally known as the "Rockpile" at Folgate Ranch, in the Lake Los Angeles area, is the location of an important archaeological site. This site was recorded by myself, with the permission of the property owners, in 1995 as State of California archaeological site CA-LAN-2368. The portion of the site that was recorded is mainly a Native American pictograph, or painted rock art site. The paintings are in mostly good condition, and are the best surviving examples of their type in the south central Mojave Desert. The family that owns the property has owned the ranch for several generations, and has always made sure the paintings were not harmed. Because they are on private property, the paintings are not well known. The family, however, occasionally allows responsible researchers, students, Native Americans, etc. to access and examine the site.

Folgate Ranch is also the location of what appears to be an important Native American habitation site. Artifacts, including food preparation items like manos and metates have been found during ranch operations. This aspect of the site has not been studied or recorded, so the exact nature of the deposit is unknown.

The Folgate Ranch site, including both the well-preserved native rock paintings and the habitation site, represent important prehistoric resources. I have no doubt that if the site at this Ranch were given the scientific and historic attention that it deserves, that the site would easily qualify for listing on the National Register of Historic Places.

I believe that any future development or building of large projects anywhere in the vicinity of the Folgate Ranch should avoid the Ranch and the important prehistoric archaeological deposits located there to the greatest degree possible.

Albert Knight

Santa Barbara Museum of Natural History Archaeology Department Associate

JMA and Associates



"lucky mike"
<luckymike0057@verizon.net
>

10/10/2010 08:42 PM

To <Karl_Price@dot.ca.gov>


cc

bcc

Subject 138 Toll Road for trucks

Karl, The truck route from Victorville is a wonderful idea. As we all know how "deadly" that section of highway is and cars at 65-70 mph and trucks at 55 don't mix well on that stretch of road. But to put the financial burden on commercial trucks by charging tolls does not seem fair at all. Please explore better options. Thanks Mike Malone LM Transport, Hesperia, Ca

October 15, 2010

Ronald J. Kosinski 
Deputy District Director
Caltrans District 07
100 South Main St., MS-16A
Los Angeles, CA 90012

Subj: High Desert Corridor

Dear Sir;

I was in attendance at the public scoping meeting in Apple Valley on September 29th. I am opposed to the Apple Valley portion of this project and therefore support the "No Build" alternative.

I have traveled Highway 18/247 for many years. It seems that most of this traffic is local rather than destined for Palmdale. Is there data that supports building an expensive freeway from east of Apple Valley to the I-15 Freeway to provide better access to Palmdale? If there is, let's see it.

This observation also applies to Dale Evans Parkway. There does not appear to be heavy traffic, particularly trucks, utilizing this roadway until one approaches the Wal-Mart distribution center. Perhaps the existence of that facility is what triggered this project.

It would seem that funds of this nature could be better utilized building additional cross-overs at I-15 (as proposed for MANY years. Navajo NOT being a good option) and upgrading either Central or Dale Evans Parkway.

I do appreciate the departments efforts and the time dedicated to the public meetings.

Sincerely,


Larry W. Monroe

CC
Senator Runner



Johnson Valley Improvement Association

50567-A Quailbrush Road

Johnson Valley, California 92285

760-364-3575

FED. EMP. ID # 95-3131208

Ronald J. Kosinski, Deputy District Director *PK*
Division of Environmental Planning (07-HDC [New SR-138], Project No. 80)
Caltrans District 7
100 S. Main Street, MS-16A Los Angeles, CA 90012

October 25, 2010

Dear Mr. Kosinski:

We wish to protest the construction of the High Desert Corridor as it is presently being planned, as the study does not include every area the HDC would affect adversely.

We are residents of a rural homestead community on SH 247 about 50 miles to the east of Apple Valley.

We do not want the increase in truck and other traffic that we foresee with the change in traffic patterns the HDC would cause.

We also do not want to see a freeway continuation of the HDC replacing SH247.

We are already seeing air pollution coming from the west during thermal inversions. More population and highway travel could only make it worse.

Thank you for your attention,

The Board of Directors of the
Johnson Valley Improvement Association

Betty Munson

Betty Munson
President

JVIA BOARD please read and reply RUSH! This needs to be mailed right away!

Ronald J. Kosinski, Deputy District Director *RJK*
Division of Environmental Planning (07-HDC [New SR-138], Project No. 80)
Caltrans District 7
100 S. Main Street, MS-16A
Los Angeles, CA 90012

Dear Mr. Kosinski;

We wish to protest the construction of the High Desert Corridor as it is presently being planned.

We are residents of a rural homestead community on SH 247 about 50 miles to the east of Apple Valley. Why is all of SH 18, plus 247 and 62 NOT INCLUDED in the EIS study area? Please make sure the planning takes us into account.

We do not want the increase in truck and other traffic that we foresee with the change in traffic patterns the HDC would cause.

We also do not want to see a freeway continuation of the HDC replacing SH247.


We are already seeing air pollution coming from the west during thermal inversions. More population and highway travel could only make it worse.

Thank you for your attention,

The Board of Directors of the
Johnson Valley Improvement Association

Betty Munson
President

Court Prittie
4880 Bonanza Rd.
Johnson Valley CA 92285

Ronald J. Kosinski, Deputy District Director 
Division of Environmental Planning (07-HDC [New SR-138], Project No. 80)
Caltrans District 7
100 S. Main Street, MS-16A
Los Angeles, CA 90012

October 25, 2010

Dear Mr. Kosinski,

Please research very carefully the damage that would occur from the increase in traffic and air pollution all across the High Desert if the plans for the High Desert Corridor are carried out.


The area to the east of Apple Valley all the way to the state line, and down to the I-10 must be studied for this project, or the study is meaningless.

Sincerely
Court Prittie



Greg and Laura Raven
PO Box 1710, Apple Valley, CA 92307

October 4, 2010

Michael Miles 
100 Main Street, Ste 100
Los Angeles, CA 90012-3606

Re: High Desert Corridor

Dear Mr. Miles,

Thank you for your letter of September 20, 2010, regarding the High Desert Corridor. Because there is no usable key on the map you sent, and because we can't tell from your letter exactly what the options are, we'll tell you what we don't want, rather than what we do want.

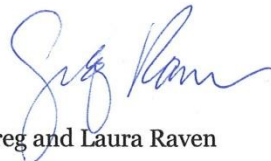
As we understand it, one of the options includes the reconfiguration of Hwy 18 through Apple Valley. This alternative would bifurcate the town. To accomplish this division, many of the wonderful older homes along Hwy 18 would have to be destroyed, as well as Outer Hwy 18, and crossing the reconfigured Hwy 18 would be possible only at a few signal-controlled intersections. This would almost certainly stamp out the individuality that has been characteristic of Apple Valley historically. We also have to wonder what happens if someone on one side of the reconfigured Hwy 18 needs to get to the other side in a hurry, as might happen in a medical emergency? It seems to me that the monetary costs of implementing this route would be less devastating than the costs to the community. It also seems to me that as time goes on, any increase in traffic along this route would further divide the town. Therefore, we ask that you not choose the route (shown in red and black on your map) that goes through Hwy 18 in Apple Valley.

As traffic increases on Hwy 18 through Apple Valley, it becomes more and more important to route the heavy truck traffic elsewhere, such as either of the alternatives that go north of town and connect to Hwy 18 west of the Bear Valley Cutoff.

I very much appreciate having the ability to submit my input on this matter.

Please don't hesitate to contact me if you have any questions or comments.

Sincerely yours,



Greg and Laura Raven

To: Mr. Ron Kosinski 
Caltrans Deputy District Director

Re: High Desert Corridor

October 1, 2010

Mr. Kosinski,

Thank you, and all the staff involved, for holding a professionally run community comment meeting in Palmdale on 9/27/10 regarding the High Desert Corridor plans. Of the many people attending and commenting, it was notable that about $\frac{1}{4}$ traveled at least a $\frac{1}{2}$ hour from Lake Los Angeles to participate.

Currently, as the proposed route leaves Avenue P8 and the town portion of Palmdale, it drops South to Palmdale Blvd. near Sun Village, then continues through Lake Los Angeles. This is perhaps the portion of the proposed route with the most objections and the portion on which I will comment. I can also offer a probable solution.

First the issues:

- 1) Lake LA, especially between 150th East and 180th East, is a mix of very long term (> a decade) and very new (foreclosure purchase) residents on minimum $\frac{1}{2}$ to 1 acre properties, many with horses, goats, chickens, and/or other farm animals and small crops. All of us greatly value the quiet, dark, natural environment and purposely chose to live outside of town. The proposed route directly impacts 500-550 one acre properties, trapping us between a freeway and the rocky Lovejoy Buttes to suffer a new onset of noise, lights, and smog.
- 2) Sun Village includes the Palmdale Blvd. route between about 70th East and 110th East with 400-500 residences and businesses affected.
- 3) Two High Schools and two Elementary Schools are directly impacted by the proposed Palmdale Blvd. route.
- 4) Several Wildlife Sanctuaries are in and around Lake LA and Sun Village that will be adversely impacted by the proposed Palmdale Blvd. route.
- 5) The proposed routes do not adequately serve the 150,000 Lancaster residents well as these people would still need to travel South through Palmdale to access an Eastbound route.
- 6) The proposed routes do not serve Northbound LA - Las Vegas traffic well as they duplicate the current, recently upgraded Pearblossom Hwy /138/18. The proposed routes are less than 6 miles from, or incorporate, the Pearblossom Hwy route, but 30 miles from the next potential Eastbound route at Hwy. 58.

But the good news is, a route from the 14 freeway/Avenue P8 that angles North just 2-5 miles, therefore passing North of Lake Los Angeles and Sun Village entirely, would:

- 1) impact less than 30 homes (rather than 1,000),
- 2) serve Lancaster and Palmdale better, because of easy access from Avenue K,
- 3) miss four schools,
- 4) miss several Wildlife Sanctuaries,
- 5) serve all the through traffic better by a more balanced distance between East/West through routes,
- 6) and allow for growth of Lancaster, Palmdale, and Lake LA with full knowledge of a nearby freeway.

An additional bonus to a route North of Lake LA is that it would provide much better access to Saddleback Butte State Park, a nearly 3,000 acre park with camping, hiking, and equestrian trails at Avenue J and 170th East, as well as the newly refurbished and re-opened Antelope Valley Indian Museum, a State Park collection of artifacts at Avenue M and 150th East.

Therefore, **please consider a route angling North of Lake Los Angeles** to greatly reduce or eliminate the adverse impacts on two rural, agricultural communities, reduce or eliminate impact on four schools, reduce or eliminate impact on wildlife, serve Northbound LA travelers as well as Lancaster/Palmdale residents better, and greatly improve access to two currently remote State Facilities.

Thank you,



Lisa Ready

15701 East Avenue Q4
Palmdale (Lake LA)
CA 93591
LisaMaeNJ@hotmail.com
(661) 526-6910

To whom it may concern:

We would like to have the following statements filed for the record concerning the 'HDC-NEW State Route 138 Freeway/Express Project'.

We have the property referred to by historians as 'The Rockpile/Folgate Ranch' located at 38909 180th St East, Palmdale, CA 93591. It's approximately 150 acres that has been in our family through five generations. This is a very distinctive location of Native American History and it would be an enormous loss to have a highway constructed in this area.

Included is a statement by archaeologist, Albert Knight. He has brought many others of his profession here to learn and document this area. The Directors of the Antelope Valley Indian Museum (past and present) have used the Rockpile/Folgate Ranch over the years as well, to teach and explore, including archeology students from the United Kingdom and Wales. Also, David Earle, President of the Antelope Valley Historical Society, has done many documentations here over the years. This is a unique and cherished place, with historical value, let alone the fact that it has been our home for almost 100 years.

If you need more information or documentation, please don't hesitate to contact us.

Thank you for your time.

The Rockpile/Folgate Ranch
38909 180th St East
Palmdale, CA 93591

W. Charlene Reasor 661-537-5675
Gina Harrell 661-264-1074
Rhonda Reasor 661-277-1235

October 26, 2010

Mr. Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning (07-HDC (New SR-138), Project No. 80)
Caltrans District 7
100 S. Main Street, MS-16A
Los Angeles, CA 90012

RE: Planning for High Desert Corridor

Dear Mr. Kosinski:

I am a property owner in the Mojave High Desert Community of Johnson Valley, along route 247 between Lucerne Valley and Landers. I have read the Fact Sheet regarding the High Desert corridor (HDC) and am dismayed by the State's plans to build yet another Freeway project outside of the Los Angeles Metropolitan area which will just result in more overdevelopment, traffic air pollution and congestion.

In recent years, the State of California has made major advances towards a Sustainable future with legislative initiatives to reduce air emissions, reduce green house gases, reduce fuel consumption and foster the development of the transportation projects.

The HDC project flies in the face of all these initiatives. It will facilitate more Vehicles Miles Traveled (VMT), add to fuel consumption, congestion, tasteless tract bedroom communities, air pollution, energy waste and environmental degradation.

I believe that any study relating to such a corridor must consider a public transportation alternative. Less Freeways and more Public Transportation is what the voters of this State have asked for.

What Caltrans is giving us with the HDC is more of the same we have seen for years with a readily predicted outcome. It will assuredly transport traffic congestion, air pollution, and environmental degradation to these pristine high desert rural communities that provide fresh air, expansive vistas, open spaces, rare and diverse flora and fauna, historic archeology, recreation and respite from today's urban stress.

What you will transport on the Freeway will inevitable destroy that which we all long for, seek and require for sustenance!

In this State and especially in southern California, we are rapidly running out of the great outdoors!! The high desert offers one of the last convenient weekend escapes from Los Angeles. The inevitable development resulting from the HDC will destroy this pristine environment and push the perimeter of the desert wilderness further beyond a weekend's escape. Rather than putting efforts into that "same ol same ol" freeway development, Caltrans should be focusing on strategies of densification and public transportation with the existing Basin. Let's preserve as much of our desert wilderness and recreation areas from the urban encroachment that the HDC would cause to our increasingly threatened environment.

I and my fellow residents of the Homestead Valley will continue to comment, monitor and badger you on this initiate until you wake-up to the desires of the people of California and recognize the destructive consequences of Caltrans policies and decisions!

Sincerely yours,

Carl Peter Ripaldi

Environmental Specialist
Resident of the Homestead Valley

c/o PO BOX 3694, Landers CA 92285



Karl
Price/D07/Caltrans/CAGov
10/04/2010 11:21 AM

To "Steve Ro" <Steve.Ro@Lee-Ro.com>
cc Robert Wang/D07/Caltrans/CAGov@DOT
bcc
Subject Re: Mailing List 

Steve,

I'll make sure you're on the list.

Karl Price
Senior Environmental Planner
Division of Environmental Planning
Caltrans - District 7
213-897-1839
"Steve Ro" <Steve.Ro@Lee-Ro.com>



"Steve Ro"
<Steve.Ro@Lee-Ro.com>
10/02/2010 08:58 PM

To <Karl_Price@dot.ca.gov>
cc
Subject Mailing List

I own a property along the Apple Valley HWY 18 alignment . Please include me in the mailing list for the High Desert Corridor Project. Thanks.

M. Steve Ro, P.E.

President/CEO

LEE & RO, Inc.

1199 S. Fullerton Road

City of Industry, CA 91748-1232

Direct (626) 667-5310 Main (626) 912-3391 Fax (626) 912-2015

steve.ro@lee-ro.com

www.LEE-RO.com

September 30, 2010

Re: The High Desert Corridor *PK*
Parcel 440013760000

I am a property owner in Apple Valley. I was unable to attend 09/29/10 meeting in Apple Valley. I am sure there will be other meetings in the near future, since the project is in the early stages of development.

Please put me on your mailing list concerning this project.

Cordially Yours

Anne G Sweeney/David Villanueva
P.O Box 291573
11230 Johnson Rd
Phelan, Ca 92329-1573

Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning
Caltrans District 7
100 S. Main Street, MS-16A
Los Angeles, CA 90012

September 29, 2010

Mr. Kosinski, *RK*

As a member of the Owner-Operators Independent Drivers Association, I am writing you to express my feelings of the proposal to construct a new freeway/expressway connecting the City of Palmdale in Los Angeles County and Apple Valley in San Bernardino County. This project has been named the Metropolitan Bypass Freeway/High Desert Corridor. While I wholeheartedly agree with the California Department of Transportation when they say that another solution is needed to adequately support the flow of traffic on SR-138, it is ridiculous to pursue charging tolls exclusively in a truck-toll format.

I know the existing SR-138 is just two lanes in many places, heavily trafficked by trucks and commuters and that traffic volumes will only increase in the future, due in part to expansion of Palmdale Regional Airport and the opening of the Adelanto Gateway Logistics Center. It is unfair to pin the proposed toll exclusively on commercial drivers while others traveling the east-west direction through the high desert can drive for free.

I am asking Caltrans Districts 7 and 8, the Los Angeles County Metropolitan Transportation Authority (Metro), San Bernardino County, San Bernardino Associated Governments (SANBAG), and numerous cities involved in the High Desert Corridor Joint Powers Authority to strongly reconsider burdening commercial drivers who are over regulated enough not to be taxed again while trying to do their job.

Sincerely,



Jim Tucker
Member
Owner-Operator Independent Drivers Association

Agency Comments

**CITY OF
VICTORVILLE**



760.955.5000
FAX 760.245.7243
vville@ci.victorville.ca.us
http://ci.victorville.ca.us

14343 Civic Drive
P.O. Box 5001
Victorville, California 92393-5001

September 23, 2010

Mr. Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning
(07-HDC [New SR-138], Project #80)
Caltrans, District 7
100 South Main Street
Los Angeles, CA 90012

RE: HIGH DESERT CORRIDOR ALTERNATIVES

Dear Mr. Kosinski:

City of Victorville Engineering Department staff have reviewed the following documents sent via email from Roberto Machuca of Metro on September 20, 2010 (attached):

- High Desert Corridor Alternatives, dated September 14, 2010, describing Alternatives 1 through 7 (referred to as "Alternatives")
- Map of High Desert Corridor alternatives, dated September 9, 2010, prepared by Caltrans District 7, with Caltrans and Metro logos (referred to as "Map")

Victorville Engineering Department staff has the following comments regarding the Alternatives.

Alternative 1: No Build

Please provide the criteria used to select the planned or committed projects for the 2035 horizon year. Will the SCAG RTP be used? Will other planning documents be used? The City would like to see the list of projects when it is developed and have an opportunity to comment on them.

Alternative 2: TSM/TSM

The description should include traffic signal coordination of arterial routes and existing SR-18.

Alternative 3: Freeway / Expressway

Please provide justifications for alignment variations A, B and C.

Alternative 3C: Alignment Variation to SR-18

This alignment, if it is only connected to the existing SR-138, and no HDC alignment is constructed north of existing SR-18, would not provide access or handle the forecasted traffic volumes for the Southern California Logistics Airport. Please see comments below on Alternative 5.

Alternative 4: Freeway / Toll way

A toll way for alignment variation C would be infeasible on SR-18 (Palmdale Road) between US-395 and I-15. The access restrictions necessary for a toll way would be too restrictive to accommodate local access needs for residents and businesses.

Alternative 5: Palmdale Bypass and Widening of Existing SR-138 and SR-18

Victorville was not previously contacted or notified regarding Metro / Caltrans intent of showing a HDC alternative on existing SR-18 between SR-138 and I-15. Victorville is opposed to this alternative. This alignment would not serve the purpose and need of the project. It would not provide access to the Southern California Logistics Airport (SCLA). The planned arterial system in the Victor Valley will not be have sufficient capacity to handle the volumes of traffic projected to be generated from SCLA. In addition to high passenger vehicles volumes, high truck volumes will need to be accommodated by a freeway facility. This alternative would also not provide access to the North Apple Valley Industrial Area. If an alternative east of I-15 were not included, it would not provide congestion relief of existing SR-18 and Bear Valley Road, east of I-15.

SR-18 (Palmdale Road) from US-395 to I-15 runs through an urbanized area of Victorville. From I-15 to about 1.5 miles east many of the parcels fronting SR-18 have been developed. Improving this alignment into a freeway / expressway would have significant right of way, community and economic impacts. A large number of businesses would have to be relocated. Local access for residents and businesses would have to be restricted beyond what has been planned for in the City's circulation. This alignment is not consistent with the City's Circulation Element of the General Plan, adopted October 21, 2008. The General Plan shows the High Desert Corridor alignment along a portion of Air Expressway and continuing to I-15 to connect between the Stoddard Wells Road north and south interchanges. The General Plan can be accessed on the City's website (<http://ci.victorville.ca.us>) under the Development Department. For the Circulation map, refer to page 79 of 240 (page C-28, Figure Circ-7).

Alternative 6: Freeway / Expressway with High Speed Rail

Additional right of way for HSR in the SCLA area between Phantom West and Phantom East (currently along Air Expressway) could be problematic. The City has already master planned this area and mapped a portion of it anticipating a right of way width of 150 feet north of the HDC centerline. A 60 foot utility corridor has been mapped immediately north of the anticipated HDC right of way. Additional right way for HSR would increase the impacts as described above for Alternative 5.

Alternative 7: Freeway / Toll way with High Speed Rail

The same comments would apply as described above for Alternatives 4 and 6.


Victorville Engineering Department staff has the following comments regarding the Map.

1. The correspondence of the alternative descriptions to the alignments shown on the map is not clear. The alternative variations should be labeled on the map such as 3A and 3B, etc.
2. Alternatives 3C and 5 should be deleted from the map SR-18 between SR-138 and I-15.
3. The following changes should be made to the map. "Victorville" and "Hesperia" need to be identified on the map. Delete "Mojave Heights" and "Gotners Corner". Label "Bear Valley Rd".
4. The map needs a legend for the colors. What are the colors supposed to designate?
5. We assume that the alignments shown between US-395 and SR-18 / Bear Valley Road are the same as the alternative 1 and 2 alignments that have been studied in the PA/ED that has been underway in District 8 with Victorville acting as the lead; please confirm this.

Mr. Ronald J. Kosinski, Deputy District Director
Page 3
September 23, 2010

The City is requesting more detailed maps for City staff (not the public) to review that show the alignment and variations along Palmdale Blvd. continuing through Adelanto to US-395. It would be useful to be able to reference the alignment to existing streets and features. Thank you for the opportunity to comment. I can be contacted at 760-955-5156 if you need to discuss anything or need clarification of Victorville's comments.

Sincerely,



Brian Gengler
Assistant City Engineer

cc: John A. McGlade, City Engineer
Roberto Machuca, Transportation Planner, Metro



DESERT AND MOUNTAIN CONSERVATION AUTHORITY
44811 North Date Avenue, Suite G
Lancaster, California 93534
Phone (310) 589-3200 • Fax (310) 589-2408

October 29, 2010

Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
Caltrans, District 7
100 South Main Street, Mailstop 16A (Project: HDC)
Los Angeles, CA 90012

**High Desert Corridor
Project Scoping**

Dear Mr. Kosinski:

The Desert and Mountains Conservation Authority (DMCA) is highly concerned about the proposed High Desert Corridor Freeway/Expressway Project and its severe direct and indirect impacts on fragile desert ecology. Caltrans is proposing a brand new freeway through a largely undeveloped area prone to sprawl in an era when the national consensus has turned markedly away from such growth-inducing projects. In addition, the proposed project violates all the tenets of conservation biology by dividing the largest contiguous core habitat block in Los Angeles County. Freight movement is an important component of economic activity, which is why Caltrans' misplaced focus on alleviating future passenger vehicle traffic is disappointing. The DMCA urges a reassessment of the goals of the project and a full cost-benefit accounting of externalities from freeway construction, including the cost of fully mitigating impacts to biological resources. Alternatives that accommodate goods movement and passenger rail without subsidizing passenger vehicle travel are environmentally superior.

Purpose and Need Statement Must be More Focused and Specific

The Purpose and Need statement does not accurately characterize the nature of growth in the Antelope Valley. Growth and transportation capacity expansions have a dynamic interaction, but recent research has demonstrated almost unequivocally that capacity expansions induce growth until the system returns to equilibrium, often at the same or even worse level of congestion. Contrary to the statement's assertion that "Improvements to this corridor are considered necessary to provide for the existing and projected traffic demand attributed to residential growth and increasing developments," construction of a new multilane freeway in this corridor would induce new traffic-producing residential development that would not occur

Mr. Ronald J. Kosinski
High Desert Corridor Project Scoping
October 29, 2010
Page 2

otherwise. This proposed capacity expansion would be the cause of new development, rather than a prudent response to it. The Purpose and Need statement must be revised to reflect current understanding of the interaction between housing and transportation. A more specific focus on goods movement and passenger rail would properly focus the statement on the intended economic benefit of the project and serve as a better basis for evaluating the proposed alternatives.

Impacts to Biological Resources and Habitat Connectivity Must be Fully Mitigated

The DMCA does not oppose economic development in the Antelope Valley, but is deeply committed to protecting its biological function and visual resources. Linear transportation corridors are particularly damaging to desert ecology because they divide formerly contiguous habitat blocks and drainage regimes. Over time, populations that can no longer interact with individuals on the other side of the road become genetically isolated. In other locations, specific wildlife crossing structures built after the fact partially remedy this imbalance at a cost of millions of dollars. No road has ever been built that is not a genetic barrier to some extent. While some mammals can safely cross a two-lane road with light traffic, a four-lane, high-speed freeway or expressway will all but eliminate genetic exchange without implementing extensive wildlife-specific design. The Environmental Impact Report (EIR) must conduct a thorough review of best practices for wildlife crossing design, with a particular focus on examples in other desert ecosystems. The results of this review must be incorporated into the design of all potential alternatives. The proposed project must be the most wildlife-permeable roadway ever designed.

The corridor alignment also crosses multiple desert washes of great biological importance. Freeway construction will unavoidably disturb the streambeds, but final design must minimize impacts to the hydrologic and biological function of these unique landscape features. Undercrossings must maximize stream channel width and maximize avoidance of impacts within the 100-year floodplain. Bridge openings must be designed to maximize wildlife movement. All major washes along the Los Angeles County portion of the alignment must have clear openings at least 125 feet wide with 12 feet of vertical clearance, with some support pillars as needed. The EIR must design all alternatives to maximize avoidance of hydrological impacts.

Project Must be Designed to Minimize Potential for Induced Growth

In addition to the aforementioned direct impacts from roadway construction, the indirect impacts from a traditional freeway project in this corridor would be immense. Without appropriate controls, induced residential growth would sprawl along the route and overwhelm the new capacity with commuters heading to Santa Clarita, the San Fernando Valley, and Los Angeles, or east to the Inland Empire. Worse, these new trips would collect on already

Mr. Ronald J. Kosinski
High Desert Corridor Project Scoping
October 29, 2010
Page 3

overburdened freeways such as the 14, 5, and 15, prompting calls for future widening. Any induced residential growth in the corridor would eliminate the freight movement benefits of the project. The air quality and greenhouse gas impacts must be evaluated using long-term models accounting for induced demand. The EIR must also demonstrate consistency with greenhouse gas reduction goals from AB 32 and SB 375. Short-term congestion relief is not an air quality benefit if it leads to greater vehicle-miles travelled in the long term.

Of greatest concern is the habitat lost due to residential expansion into natural areas. Freeway capacity expansion encourages low-density residential development in previously inaccessible areas by lowering the economic threshold of development. The physical footprint of freeway-associated development will displace local flora and fauna and increase habitat fragmentation to the extent that development parallels the transportation corridor. If housing is developed continuously along the freeway, then even the most advanced wildlife crossing structure will not overcome this impermeable barrier. To prevent these effects, the project must include acquisition of large habitat blocks on both sides of crossing structures to protect the passages from development and edge effects that deter successful crossing.

Habitat and Connectivity Loss Must be Mitigated through Acquisition

The EIR will be deficient if it does not include an inventory and economic analysis of private parcels along the route with the potential to be developed and propose and fund a habitat acquisition plan to mitigate the impacts from induced growth. This analysis must include all parcels within two miles of the project corridor and five miles upstream and downstream along intersecting riparian corridors. To protect habitat linkages, ecosystem connectivity, and resource values, a continuous buffer area ¼-mile wide on both sides of the freeway must be acquired and transferred in fee ownership to a public land management agency such as the DMCA or Mountains Recreation and Conservation Authority (MRCA). We encourage Caltrans to work with DMCA and MRCA staff to develop an acceptable land acquisition mitigation measure.

A Full Range of Freeway Alternatives and Management Scenarios Must be Considered

Given these impacts, the DMCA must question the prudence of this project's scope. With a revised Purpose and Need statement, Caltrans can focus on lower-hanging fruit to improve goods movement without the massive environmental impact of a new freeway. TDM strategies or local intersection improvements can relieve bottlenecks using existing infrastructure at a fraction of the cost and minimal environmental impact. Safety improvements along existing routes will also reduce delays resulting from periodic traffic incidents. Any natural event that warrants closing SR 14 or 138 will also affect the new freeway, limiting its usefulness as an emergency route. Improving passenger vehicle mobility and emergency access must be removed from the Purpose and Need statement as they are either not beneficial or dubious

Mr. Ronald J. Kosinski
High Desert Corridor Project Scoping
October 29, 2010
Page 4

assertions. The EIR must identify the marginal benefit in travel time and safety resulting from each proposed project feature as well as each feature's marginal cost. Externalities must be monetized to the extent possible and included as a project cost.

If the environmental analysis determines that a new transportation corridor is cost-effective, then the project must be defined in a way that maximizes its utility for goods movement while minimizing growth-inducing effects. To that end, the project should be tolled to reduce its attractiveness as a commute option while increasing its effectiveness at transporting high-value freight. There should be no local access outside of existing urban areas (only Palmdale and Victorville) and no rights for developers to build future interchanges along the route. As previously mentioned, a continuous corridor on both sides of the facility should be acquired and transferred to a public land management agency. The EIR must evaluate alternative management scenarios, including tolling, and their effect on induced growth.

Infrastructure Must be Designed for Long-Term Sustainability

The DMCA supports the project's inclusion of a rail right-of-way at this time to accommodate future infrastructure development. With multiple high-speed passenger rail projects proposed in the vicinity, it is fiscally and environmentally prudent to plan for their eventual connection now and incorporate any mitigation measures into this single project. In this way, wildlife crossings, bridge structures, and other physical improvements can be integrated to be more cost-effective and less temporally disruptive.

The DMCA does not support bisecting the fragile desert ecosystem and is extremely concerned with the growth this project will induce. Housing and transportation are inextricably related and must be analyzed accordingly. We hope to collaborate closely with your agency to minimize the environmental impacts mentioned above in the design phase. If you have any questions, I can be reached at (310) 589-3230 ext. 128.

Sincerely,



PAUL EDELMAN
Chief of Natural Resources and Planning

U.S. Department of Homeland Security
FEMA Region IX
1111 Broadway, Suite 1200
Oakland, CA. 94607-4052



September 30, 2010

Ronald Kosinski, Deputy District Director *PK*
State of California
Department of Transportation, District 7
100 Main Street, Suite 100
Los Angeles, California 90012-3606

Dear Mr. Kosinski:

This is in response to your request for comments on Invitation to an Agency Scoping meeting for the High Desert Corridor – proposed High Desert Corridor-New State Route 138 project (also known as the E-220) from State Route 14 in Los Angeles County to State Route 18 in San Bernardino County.

Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the Counties of Los Angeles (Community Number 065043), Maps revised September 26, 2008 and San Bernardino (Community Number 060270), Maps revised August 28, 2008. Please note that the Counties of Los Angeles and San Bernardino, California are participants in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.
- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any **development** must not increase base flood elevation levels. **The term development means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

www.fema.gov

Ronald Kosinski, Deputy District Director
Page 2
September 30, 2010

- All buildings constructed within a coastal high hazard area, (any of the "V" Flood Zones as delineated on the FIRM), must be elevated on pilings and columns, so that the lowest horizontal structural member, (excluding the pilings and columns), is elevated to or above the base flood elevation level. In addition, the posts and pilings foundation and the structure attached thereto, is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components.
- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at <http://www.fema.gov/business/nfip/forms.shtm>.

Please Note:

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The Los Angeles County floodplain manager can be reached by calling George De La O, Senior Civil Engineer, at (626) 458-7155. The San Bernardino County floodplain manager can be reached by calling Mary Lou Mermilliod, Certified Floodplain Manager, at (909) 387-0835.

If you have any questions or concerns, please do not hesitate to call Cynthia McKenzie (Los Angeles County) at (510) 627-7190 and/or Frank Mansell (San Bernardino County) of the Mitigation staff at (510) 627-7191.

Sincerely,



Gregor Blackburn, CFM, Branch Chief
Floodplain Management and Insurance Branch

cc:

George De La O, Senior Civil Engineer, Los Angeles County
Marylou Mermilliod, Certified Floodplain Manager, San Bernardino County Department of
Public Works, Water Resources Division
Garret Tam Sing/Salomon Miranda, State of California, Department of Water Resources,
Southern Region Office
Frank Mansell, Floodplanner, DHS/FEMA Region IX
Cynthia McKenzie, Senior Floodplanner, CFM, DHS/FEMA Region IX
Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX

www.fema.gov

Department of Water and Power



the City of Los Angeles

ANTONIO R. VILLARAIGOSA
Mayor

Commission
LEE KANON ALPERT, *President*
THOMAS S. SAYLES, *Vice-President*
ERIC HOLOMAN
JONATHAN PARFREY
BARBARA E. MOSCHOS, *Secretary*

AUSTIN BEUTNER
General Manager
RAMAN RAJ
Chief Operating Officer

October 22, 2010

Mr. Ronald J. Kosinski, Deputy District Director *JK*
Caltrans, District 7
Division of Environmental Planning
(HDC-New SR-138 Project No. 80)
100 South Main Street, Mail Stop-16A
Los Angeles, CA 90012-3606

Dear Mr. Kosinski:

Subject: High Desert Corridor Project
Environmental Scoping Notice

The Los Angeles Department of Water and Power (LADWP) appreciates this opportunity to submit comments on your proposed High Desert Corridor (New SR-138) Project extending from Palmdale to Apple Valley. The proposed alignment crosses an LADWP transmission line right-of-way. In order to fully address potential Right-of-Way issues, the LADWP is providing the following comments which include requests for additional information from the project proponent:

- 1) The power transmission line right-of-ways are an integral component of the transmission line system, which provides electric power to the City of Los Angeles and other local communities. Their use is under the jurisdiction of the Federal North American Electric Reliability Council (NERC). Safety and protection of critical facilities are the primary factors used to evaluate secondary land use proposals. The right-of-ways serve as platforms for access, construction, maintenance, facility expansion and emergency operations. Therefore, the proposed use may from time to time be subject to temporary disruption caused by such operations.
- 2) Provide plans that illustrate the LADWP Transmission Line Right-of-Way boundaries within the proposed SR-138 improvements. Include towers and clearances from proposed improvements.

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111 North Hope Street, Los Angeles, California 90012-2607 Mailing address: Box 51111, Los Angeles 90051-5700
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Mr. Ronald J. Kosinski, Deputy District Director
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- 3) Conductor Clearances will be subject to the review and approval of the Transmission Engineering Group. The LADWP may need a copy of the conductor survey illustrating the cross sections showing our existing conductors and proposed improvements. See the enclosed LADWP Conductor Survey Instructions. The Transmission Engineering Group will use the data to calculate and confirm that conductor clearances meet General Order (GO) No. 95, Rule 61.6-B.
- 4) All construction activities shall adhere to the LADWP's Standard Conditions for Construction. See enclosure.
- 5) Provide cross sections of existing and proposed improvements within and adjacent to the LADWP Transmission Line Right-of-Way.

Note: Cut and fill slopes inside the LADWP Transmission Line Right-of-Way steeper than 2 horizontal to 1 vertical require retaining structures or geotechnical report approval.

- 6) Provide the location and elevations (heights) of all above and below ground structures. All ground elevations are to remain unchanged from existing conditions after proposed improvements associated with the SR-138 improvements are completed.

Note: Grading activity resulting in a vertical clearance between the ground and the transmission line conductor elevation less than thirty-five (35) feet or as noted in GO No. 95, Rule 61.6-B within the LADWP Transmission Line Right-of-Way are unacceptable. Ground cover for all below ground utilities shall not be less than four (4) feet.

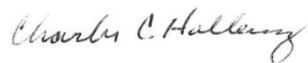
- 7) When grading activity affects the transmission line access roads, the developer shall replace the affected access roads using the LADWP's Access Road Design Criteria. See enclosure.
- 8) Cathodic protection system, if any, shall have a design that does not cause corrosion to the LADWP facilities. A detailed design of the cathodic protection system shall be submitted for approval to the LADWP.
- 9) No grading shall be conducted within the LADWP Transmission Line Right-of-Way without prior written approval of the LADWP.

Mr. Ronald J. Kosinski, Deputy District Director
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- 10) No structures shall be constructed within the LADWP Transmission Line Right-of-Way without prior written approval of LADWP.
- 11) The LADWP prohibits drainage structures or the discharging of drainage onto the transmission line right-of-ways. Concentrated runoff can cause erosion especially to the transmission line tower footings.
- 12) The developer shall compact all fill slopes within the LADWP Transmission Line Right-of-Way. The compaction shall comply with applicable Building Code requirements.
- 13) An area at least 50 feet around the base of each tower must remain open and unobstructed for necessary maintenance, including periodic washing of insulators by high-pressure water spray.
- 14) No grading is allowed below the top of tower footing within the LADWP Transmission Line Right-of-Way, in the immediate vicinity of the towers.
- 15) Additional conditions may be required following review of detailed site plans, grading/drainage plans, etc.
- 16) This reply shall in no way be construed as an approval of any project.

If you have any questions regarding the above comments, please contact Mr. David Nevarez at (213) 367-3621 or Mr. Hal J. Messinger of my staff at (213) 367-1276.

Sincerely,



Charles C. Holloway
Manager of Environmental Planning and Assessment

HM:aq
Enclosures
c/enc: Mr. David Nevarez
Mr. Hal J. Messinger

**CONDUCTOR SURVEY
DEPARTMENT OF WATER AND POWER
OVERHEAD TRANSMISSION ENGINEERING**

Please perform a survey of each Department transmission line affected by the project. For each span (the section of wire between two towers) provide the following information:

1. The tower numbers of the Department transmission lines related to the span. The tower number is located near ground level on at least one leg of each tower.
2. Survey the top-of-concrete of each footing of each tower related to this survey. For example, a survey involving one span would involve two towers, each with four footings, for a total of eight top-of-concrete shots.
3. Survey at least 6 points along the span – the 2 points where the wire attaches to the insulator and 4 additional points along the wire (preferred spacing of 200 – 300 feet). Include additional points where special features of the proposed improvements cross the transmission line (such as high points, street lights, signs, etc.). For each point provide the following information:
 - a. The station relative to that particular span
 - b. The elevation of the wire
 - c. The existing ground elevation
 - d. The proposed ground elevation
 - e. Date and Time
 - f. Temperature
 - g. Sunlight (sunny, partly cloudy, or cloudy)
 - h. Approximate wind speed

Important: All (6) wire shots on each individual span shall be completed within one hour after the first wire shot is made. Failure to comply with this requirement will render data useless.

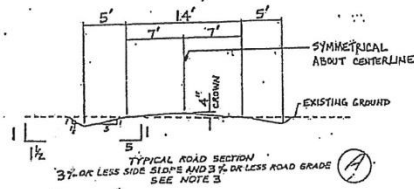
Updated:10/15/2008

ACCESS ROAD DESIGN CRITERIA

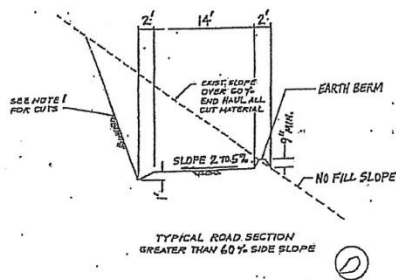
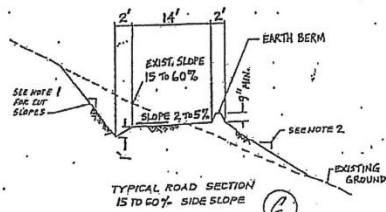
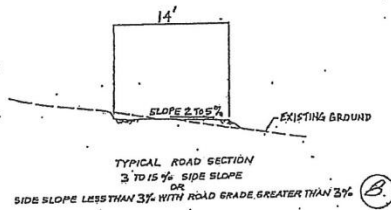
1. When grading activity affects the Transmission Line access roads, the developer shall replace the affected access roads using the following access road design criteria. Typical Road Sections are illustrated in Attachment 1.
2. The access road right-of-way width shall be 50 feet minimum.
3. The access road drivable width shall be 14 feet minimum, and increased on curves by a distance equal to 400 divided by the radius of curve. Additional 2 feet on either side of the road shall be provided for berms and ditches, as detailed in the attached Typical Road Sections.
4. The minimum centerline radius of curves shall be 50 feet.
5. The vertical alignment grades shall be limited to 10 percent.
6. Roads entirely located on fills or with cross sections showing more than 30 percent fill along the drivable width of the road require paving.
7. Intersections or driveways shall have a minimum sight distance of 300 feet in either direction along the public street.
8. The developer shall provide a commercial driveway at locations where the replaced access roads terminate at, or cross public roads.
9. The developer shall provide lockable gates on DWP property or easement at locations where access roads terminate or cross public roads.

Attachment 1

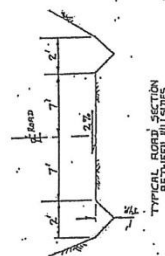
TRANSMISSION LINE ACCESS ROAD DETAILS
LOS ANGELES DEPARTMENT OF WATER AND POWER



	Cross Slope	Road Grade
A	≤ 3%	≤ 3%
B	3-15%	N/A
C	≤ 3%	≥ 3%
D	15-60%	N/A
	> 60%	N/A



NOTES:
1. CUT AND FILL SHALL NOT EXCEED THE FOLLOWING:
a. 2' MAX. TO 1' VERTICAL IN LOSS OR UNTRUCK
b. 1' MAX. TO 1' VERTICAL IN LOSS OR UNTRUCK
c. 1' MAX. TO 1' VERTICAL IN LOSS OR UNTRUCK
2. ALL FILL SLOPES SHALL BE 2:1 HORIZ. TO 1 VERTICAL
OR FLATTER.
3. WHERE SOLID ROCK IS ENCOUNTERED THE 4" CROWN
AND/OR SIDE DITCHES MAY BE ELIMINATED WHERE
DIRECTED BY THE ENGINEER.



STANDARD CONDITIONS FOR CONSTRUCTION

1. Energized transmission lines can produce electrical effects including, but not limited to, induced voltages and currents in persons and objects. Licensee hereby acknowledges a duty to conduct activities in such manner that will not expose persons to injury or property to damage from such effects.
2. Department personnel shall have access to the right of way at all times.
3. Unauthorized parking of vehicles or equipment shall not be allowed on the right of way at any time.
4. Unauthorized storage of equipment or material shall not be allowed on the right of way at any time.
5. Fueling of vehicles or equipment shall not be allowed on the right of way at any time.
6. Patrol roads and/or the ground surfaces of the right of way shall be restored by the Licensee to original conditions, or better.
7. All trash, debris, waste, and excess earth shall be removed from the right of way upon completion of the project, or the Department may do so at the sole risk and expense of the Licensee.
8. All cut and fill slopes within the right of way shall contain adequate berms, benches, and interceptor terraces. Revegetation measures shall also be provided for dust and erosion control protection of the right of way.
9. All paving, driveways, bridges, crossings, and substructures located within the right of way shall be designed to withstand a combined weight of 40,000 pounds in accordance with the American Association of State Highway and Transportation Officials H20-44 (M18) wheel loadings.
10. The location of underground pipelines and conduits shall be marked at all points where they cross the boundaries of the right of way and at all locations where they change direction within the right of way. The markings shall be visible and identifiable metal post markers for underground pipelines. Utility markers flush with surface may be used on pavement.
- 11A. General Grounding Condition

All aboveground metal structures including, but not limited to, pipes, drainage devices, fences, and bridge structures located within or adjoining the right of way shall be properly grounded, and shall be insulated from any fencing or other conductive materials located outside of the right of way. For safety of personnel and equipment, all equipment and structures shall be grounded in accordance with State of California Code of Regulations, Title 8, Section 2941, and National Electric Code, Article 250.

Rev. 01-29-07

11B. Grounding Condition for Cellular Facilities on Towers

All aboveground metal structures including, but not limited to, pipes, drainage devices, fences, and bridge structures located within or adjoining the right of way shall be properly grounded, and shall be insulated from any fencing or other conductive materials located outside of the right of way. For safety of personnel and equipment, all equipment and structures shall be grounded in accordance with American National Standards Institute of Electrical and Electronics Engineers Standard 487-latest edition, IEEE Guide for Safety in AC Substation Grounding.

12. Licensee shall neither hold the Department liable for nor seek indemnity from the Department for any damage to the Licensee's project due to future construction or reconstruction by the Department within the right of way.
13. Fires and burning of materials is not allowed on the right of way.
14. Licensee shall control dust by dust-abatement procedures approved by the Department, such as the application of a dust palliative or water.
15. The right of way contains high-voltage electrical conductors; therefore, the Licensee shall utilize only such equipment, material, and construction techniques that are permitted under applicable safety ordinances and statutes, including the following: State of California Code of Regulations, Title 8, Industrial Relations, Chapter 4, Division of Industrial Safety, Subchapter 5, Electrical Safety Orders; and California Public Utilities Commission, General Order No. 95, Rules for Overhead Electric Line Construction.
16. Licensee is hereby notified that grounding wires may be buried in the right of way; therefore, the Licensee shall notify the Department's Transmission Construction and Maintenance Business Group at (818) 771-5060, or (818) 771-5076, at least 48 hours prior to the start of any construction activities in the right of way.

17A. Vehicle Parking

An area within 50 feet on one side of each tower measured along the longitudinal direction of the right of way, 25 feet on the opposite side of each tower, and ten feet on the remaining two sides of each tower, shall remain open and unobstructed for maintenance and emergencies, including periodic washing of insulators by high-pressure water spray.

17B. Trucking Operations and Storage Operations

An area within 50 feet on one side of each tower measured along the longitudinal direction of the right of way, and 25 feet on the remaining three sides of each tower, shall remain open and unobstructed for maintenance and emergencies, including periodic washing of insulators by high-pressure water spray.

17C. Permanent Structures

An area within 100 feet on all sides of each tower shall remain open and unobstructed for maintenance and emergencies, including periodic washing of insulators by high-pressure water spray.

18. Detailed plans for any grading, paving, and construction work within the right of way

shall be submitted for approval to the Real Estate Business Group, Department of Water and Power, P.O. Box 51111, Room 1031, Los Angeles, California 90051-0100, no later than 45 days prior to the start of any grading, paving, or construction work. Notwithstanding any other notices given by Licensee required herein, Licensee shall notify the Department's Transmission Construction and Maintenance Business Group at (818) 771-5060, or (818) 771-5076, no earlier than 14 days and no later than two days prior to the start of any grading, paving, or construction work.

19. "As Constructed" drawings showing all plans and profiles of the Licensee's project shall be furnished to the Real Estate Business Group, Department of Water and Power, P. O. Box 51111, Room 1031, Los Angeles, California 90051-0100, within five days after completion of Licensee's project.
20. In the event that construction within the right of way is determined upon inspection by the Department to be unsafe or hazardous to Department facilities, the Department may assign a line patrol mechanic at the Licensee's expense.
21. If the Department determines at any time during construction that the Licensee's efforts are hazardous or detrimental to Department facilities, the Department shall have the right to immediately terminate said construction.
- 22A. All concentrated surface water which is draining away from the permitted activity shall be directed to an approved storm drain system where accessible, or otherwise restored to sheet flow before being released within or from the right of way.
- 22B. Drainage from the paved portions of the right of way shall not enter the unpaved area under the towers. Drainage diversions such as curbs shall be used on three sides of each tower. The open side of each tower shall be the lowest elevation side to allow storm water which falls under the tower to drain. The area under the towers shall be manually graded to sheet flow out from under the towers.
- 22C. Ponding or flooding conditions within the right of way shall not be allowed, especially around the transmission towers. All drainage shall flow off of the right of way.
- 22D. Licensee shall comply with all Los Angeles County Municipal Storm Water Permit and Standard Urban Storm Water Mitigation Plan requirements.
- 23A. Fills, including backfills, shall be in horizontal, uniform layers not to exceed six inches in thickness before compaction, then compacted to 90 percent relative compaction in accordance with the American Society for Testing and Materials D1557.
- 23B. The top two inches to six inches of the concrete footings of the towers shall remain exposed and not covered over by any fill from grading operations.
- 23C. Licensee shall provide the Department with one copy each of the compaction report and a Certificate of Compacted Fill, for clean fill compaction within the Department's right of way in accordance with the American Society for Testing and Materials D1557, approved by a geotechnical engineer licensed in the State of California.
24. A surety bond in the amount to be determined by the Department shall be supplied by the Licensee to assure restoration of the Department's right of way and facilities, and compliance with all conditions herein.
25. The Licensee shall obtain and pay for all permits and licenses required for performance

of the work and shall comply with all laws, ordinances, rules, orders, or regulations including, but not limited to, those of any agencies, departments, districts, or commissions of the State, County, or City having jurisdiction thereover.

26. The term "construction", as used herein, refers only to that construction incidental to the maintenance or repair of the existing (requested facility) and shall not be construed to mean permission to construct any additional (requested facility).
27. Signs shall not exceed four feet wide by eight feet long, shall not exceed a height of 14 feet, shall be constructed of noncombustible materials, and shall be installed manually at, and parallel with, the right of way boundary.
28. Remote-controlled gates, or lock boxes containing the device or key for opening the remote-controlled gates, shall be capable of being interlocked with a Department padlock to allow access to the right of way by the Department. Licensee shall contact the Right of Way Supervisor at (818) 771-5048 to coordinate the installation of a Department padlock.
29. Licensee's cathodic protection system, if any, shall have a design that does not cause corrosion to Department facilities. A detailed design of the Licensee's cathodic protection system shall be submitted for approval to the Real Estate Business Group, Department of Water and Power, P. O. Box 51111, Room 1031, Los Angeles, California 90051-0100, no later than 45 days prior to the start of construction or installation of the cathodic protection system.
- 30A. Licensee shall install K-rails at a distance of ten feet from each side of the tower base for protection of towers. A distance of five feet from the tower base may be acceptable in locations where the patrol roads would be obstructed.
- 30B. Licensee shall install removable pipe bollards, spaced four feet apart, and at a distance of ten feet from each side of the tower base for protection of towers. A distance of five feet from the tower base may be acceptable in locations where the patrol roads would be obstructed.
- 31A. Licensee shall provide and maintain a minimum 16-foot wide transition ramp for the patrol roads from the pavement to the ground surface. The ramp shall not exceed a slope of ten percent.
- 31B. Licensee shall provide and maintain a minimum 16-foot wide driveway and gate at all locations where the (road/street) crosses the Department's patrol roads. The designed gates must be capable of being interlocked with a Department padlock to allow access to the right of way by the Department.
32. Licensee shall post a sign on the entrance gate to the right of way, or in a visible location inside the entrance gate, identifying the contact person's name and telephone number for the prompt moving of (vehicles/trucks/trailers/containers) at times of Department maintenance or emergency activities, or any other event that (vehicles/trucks/trailers/containers) must be moved. In emergency conditions, the Department reserves all rights at any time to move or tow (vehicles/trucks/trailers/containers) out of specific areas for any transmission operation or maintenance purposes.

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net



October 14, 2010

Mr. Karl Price

CALIFORNIA DEPARTMENT OF TRANSPORTATION – DISTRICT 7

100 South Main Street, MS-16A
Los Angeles, CA 90012-3606

Re: SCH#2010091084 CEQA Notice of Preparation (NOP): draft Environmental Impact Report (DEIR) for the Hirsch Desert Corridor (New State Route 138) Project; located in northeastern Los Angeles County and the Mojave Desert of San Bernardino County, California.

Dear Mr. Price:

The Native American Heritage Commission (NAHC) is the state 'trustee agency' pursuant to Public Resources Code §21070 for the protection and preservation of California's Native American Cultural Resources. (Also see *Environmental Protection Information Center v. Johnson* (1985) 170 Cal App. 3rd 604). The California Environmental Quality Act (CEQA - CA Public Resources Code §21000-21177, amendment effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c)(f) CEQA guidelines). Section 15382 of the CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance. The lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. State law also addresses Native American Religious Expression in Public Resources Code §5097.9.

The Native American Heritage Commission did perform a Sacred Lands File (SLF) search in the NAHC SLF Inventory, established by the Legislature pursuant to Public Resources Code §5097.94(a) and Native American Cultural Resources were difficult to identify due to the number and length of locations. Therefore it is important to do early consultation with Native American tribes in your area as the best way to avoid unanticipated discoveries once a project is underway and to learn of any sensitive cultural areas. Enclosed are the names of the culturally affiliated tribes and interested Native American individuals that the NAHC recommends as 'consulting parties,' for this purpose, that may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). A Native American Tribe or Tribal Elder may be the only source of information about a cultural resource.. Also, the NAHC recommends that a Native American Monitor or Native American culturally knowledgeable person be employed whenever a professional archaeologist is employed during the 'Initial Study' and in other phases of the environmental planning processes.

Furthermore the NAHC recommends that you contact the California Historic Resources Information System (CHRIS) of the Office of Historic Preservation (OHP), for archaeological data. (916) 653-7278.

Consultation with tribes and interested Native American tribes and interested Native American individuals, as consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA (42 U.S.C. 4321-43351) and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 [f]) *et seq.*, 36 CFR Part 800.3, the President's Council on Environmental Quality (CSQ; 42 U.S.C. 4371 *et seq.*) and NAGPRA (25 U.S.C. 3001-3013), as appropriate. The 1992 *Secretary of the Interior's Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including *cultural landscapes*. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e).

Lead agencies should consider avoidance, as defined in Section 15370 of the California Environmental Quality Act (CEQA) when significant cultural resources could be affected by a project. Also, Public Resources Code Section 5097.98 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery. Discussion of these should be included in your environmental documents, as appropriate.

The authority for the SLF record search of the NAHC Sacred Lands Inventory, established by the California Legislature, is California Public Resources Code §5097.94(a) and is exempt from the CA Public Records Act (c.f. California Government Code §6254.10). The results of the SLF search are confidential. However, Native Americans on the attached contact list are not prohibited from and may wish to reveal the nature of identified cultural resources/historic properties. Confidentiality of "historic properties of religious and cultural significance" may also be protected under Section 304 of the NHPA or at the Secretary of the Interior's discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APE and possibly threatened by proposed project activity.

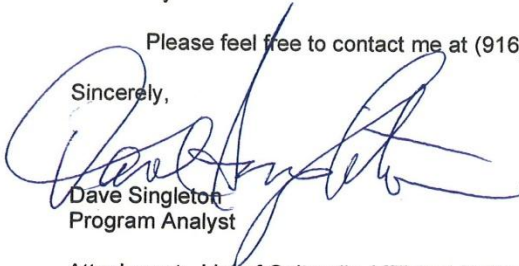
CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens. Although tribal consultation under the California Environmental Quality Act (CEQA; CA Public Resources Code Section 21000 – 21177) is 'advisory' rather than mandated, the NAHC does request 'lead agencies' to work with tribes and interested Native American individuals as 'consulting parties,' on the list provided by the NAHC in order that cultural resources will be protected. However, the 2006 SB 1059 the state enabling legislation to the Federal Energy Policy Act of 2005, does mandate tribal consultation for the 'electric transmission corridors. This is codified in the California Public Resources Code, Chapter 4.3, and §25330 to Division 15, requires consultation with California Native American tribes, and identifies both federally recognized and non-federally recognized on a list maintained by the NAHC

Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of

any human remains in a location other than a dedicated cemetery until the county coroner or medical examiner can determine whether the remains are those of a Native American. . Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dave Singleton", is written over the typed name and title.

Dave Singleton
Program Analyst

Attachment: List of Culturally Affiliated Native American Contacts

Cc: State Clearinghouse

Native American Contacts
Los Angeles and San Bernardino Counties
October 14, 2010

San Manuel Band of Mission Indians
James Ramos, Chairperson
26569 Community Center Drive Serrano
Highland , CA 92346
(909) 864-8933
(909) 864-3724 - FAX
(909) 864-3370 Fax

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838 Fernandefio
Newhall , CA 91322 Tataviam
tsen2u@hotmail.com Serrano
(661) 753-9833 Office Vanyume
(760) 885-0955 Cell Kitanemuk
(760) 949-1604 Fax

Chemehuevi Reservation
Charles Wood, Chairperson
P.O. Box 1976 Chemehuevi
Chemehuevi Valley CA 92363
chair1cit@yahoo.com
(760) 858-4301
(760) 858-5400 Fax

AhaMaKav Cultural Society, Fort Mojave Indian
Linda Otero, Director
P.O. Box 5990 Mojave
Mohave Valley AZ 86440
lindaotero@fortmojave,
(928) 768-4475
(928) 768-7996 Fax

Fort Mojave Indian Tribe
Tim Williams, Chairperson
500 Merriman Ave Mojave
Needles , CA 92363
(760) 629-4591
(760) 629-5767 Fax

Morongo Band of Mission Indians
Michael Contreras, Cultural Heritage Prog.
12700 Pumarra Road Cahuilla
Banning , CA 92220 Serrano
(951) 201-1866 - cell
mcontreras@morongo-nsn.
gov
(951) 922-0105 Fax

Tehachapi Indian Tribe
Attn: Charlie Cooke
32835 Santiago Road Kawaiisu
Acton , CA 93510
suscol@intox.net
(661) 733-1812

San Manuel Band of Mission Indians
Ann Brierty, Policy/Cultural Resources Departmen
26569 Community Center. Drive Serrano
Highland , CA 92346
(909) 864-8933, Ext 3250
abrierty@sanmanuel-nsn.
gov
(909) 862-5152 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code. Also, federal National Environmental Policy Act (NEPA), National Historic Preservation Act, Section 106 and federal NAGPRA. And 36 CFR Part 800.

This list is only applicable for contacting local Native Americans for consultation purposes with regard to cultural resources impact by the proposed SCH#2010091084; CEQA Notice of Preparation (NOP) ; draft Environmental Impact Report (DEIR) for the High Desert Corridor (new S.R. 138) Project; located in northeastern Los Angeles County and the Mojave Desert area of San Bernardino County, California.

Native American Contacts
Los Angeles and San Bernardino Counties
October 14, 2010

Serrano Nation of Indians
Goldie Walker
P.O. Box 343
Patton, CA 92369 Serrano

(909) 862-9883

Kern Valley Indian Council
Robert Robinson, Historic Preservation Officer
P.O. Box 401 Tubatulabal
Weldon, CA 93283 Kawaiisu
brobinson@kwvisp.com Koso
(760) 378-4575 (Home) Yokuts
(760) 549-2131 (Work)

Ernest H. Siva
Morongo Band of Mission Indians Tribal Elder
9570 Mias Canyon Road Serrano
Banning, CA 92220 Cahuilla
siva@dishmail.com
(951) 849-4676

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code. Also, federal National Environmental Policy Act (NEPA), National Historic Preservation Act, Section 106 and federal NAGPRA. And 36 CFR Part 800.

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PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



October 19, 2010

Karl Price
Division of Environmental Planning
Department of Transportation (Caltrans)-District 7
100 South Main Street, MS-16A
Los Angeles, CA 90012-3606

Dear Mr. Price:

Re: SCH# 2010091084: High Desert Corridor (New State Route-138)

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings.

The Commission's Rail Crossings Engineering Section (RCES) is in receipt of the *Notice of Completion & Environmental Document Transmittal-Notice of Preparation* from the State Clearinghouse for the High Desert Corridor (New State Route (SR) 118) project connecting the City of Palmdale with the Town of Apple Valley. The project description mentions the proposed alignment through City of Palmdale follows the existing Avenue P-8 corridor from SR 14 to 100th Street, requiring traversing over the Southern California Regional Rail Authority (Metrolink), and Union Pacific Railroad Company (UP) owned tracks. There are 37 train movements a day at speeds up to 79 mph.

RCES made comments to the first segment in the City of Palmdale (SCH# 2009031021) dated April 2, 2009. Again in the current documents found on-line on the Caltrans website no mention is made as to whether the crossing would be constructed at grade or grade separated at the Metrolink and UPRR tracks. RCES strongly recommends that this crossing be grade separated. The segment from Interstate 15 to SR 18, RCES also prefers that this segment over the BNSF Railway tracks be grade separated. As part of its mission to reduce hazards associated with at-grade crossings, the Commission has adopted the policy to reduce the number of at-grade crossings on rail corridors. A request for authorization to construct the crossing must be submitted to RCES.

Caltrans should arrange a meeting with the RCES, Metrolink, UPRR and BNSF to discuss relevant safety issues, and requirements for authority to construct the crossing.

If you have any questions, please contact me at rxm@cpuc.ca.gov, 213-576-7078.

Sincerely,

A handwritten signature in black ink, appearing to read "Rosa Muñoz".

Rosa Muñoz, PE
Senior Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division

**California Regional Water Quality Control Board
Lahontan Region**

Linda S. Adams
*Secretary for
Environmental Protection*

Victorville Office
14440 Civic Drive, Suite 200, Victorville, California 92392
(760) 241-6583 • Fax (760) 241-7308
<http://www.waterboards.ca.gov/lahontan>

Arnold Schwarzenegger
Governor

November 1, 2010

File: Environmental Doc Review
Los Angeles County
San Bernardino County

Karl Price, Senior Environmental Planner
California Department of Transportation, District 7
100 South Main Street, MS-16A
Los Angeles, CA 90012-3606
Email: karl_price@dot.ca.gov

**COMMENTS ON THE NOTICE OF PREPARATION, HIGH DESERT CORRIDOR
(NEW STATE ROUTE – 138), LOS ANGELES AND SAN BERNARDINO COUNTIES,
STATE CLEARINGHOUSE NO. 2010091084**

California Regional Water Quality Control Board, Lahontan Region (Water Board) staff received the Notice of Preparation (NOP) of an environmental document for the above-referenced project (Project) on September 30, 2010. The NOP, dated September 28, 2010, was prepared by the California Department of Transportation (Caltrans) and circulated for review by the California State Clearinghouse. The NOP includes a brief narrative description of the Project purpose as well as brief overview of the proposed alternatives under review. The resulting environmental document is anticipated to be a combined Environmental Impact Report/Environmental Impact Statement to satisfy the requirements of both the California Environmental Quality Act (CEQA) and the National Environmental Protection Act. A draft environmental document is expected to be circulated for review Fall 2012, and a final document available Spring 2013.

Pursuant to CEQA guidelines, California Code of Regulations (CCR), title 14, section 15096, responsible agencies must specify the scope and content of the environmental information germane to their statutory responsibilities. Water Board staff, acting as a responsible agency, has reviewed the above-referenced document in context as to how well the proposed project protects water quality, and ultimately, the beneficial use of waters of the State. We have identified a number of potentially significant impacts to water quality and hydrology resources that must be evaluated in the environmental review. Without adequate mitigation, Project implementation could result in significant adverse impacts to water quality and hydrology, thereby adversely affecting beneficial uses of waters of the State. We hope Caltrans will consider our comments and value our position with respect to protecting and maintaining water quality within the Lahontan region.

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PROJECT OVERVIEW

As we understand it, the proposed Project will connect the City of Palmdale with the Town of Apple Valley. Several design alternatives are being considered including a freeway, expressway, and toll way, or combination thereof, with or without a right-of-way for a potential high speed rail facility. The proposed alignments are varied and include improvements to State Route 138/18 and Avenue P-8 corridor or improving Palmdale Boulevard. Design alternatives include an at-grade transportation corridor, a below-grade transportation corridor, or a combination of at-grade and below-grade designs. At build-out, the transportation right-of-way will be approximately 1,000 feet wide and 63 miles long.

The proposed corridor alignment crosses a hierarchy of surface water features within the Lahontan region. Project implementation will result in permanent and temporary impacts to numerous surface water resources and has the potential to significantly impact hydrology and water quality. Specifically, a below-grade transportation corridor has the potential to truncate surface water systems and isolate headwaters from downstream reaches. The consequences of such activities may be a near total loss of beneficial uses downstream of the corridor, including a significant reduction in or loss of groundwater recharge near the valley floors. Given the current state of overdraft of the Antelope and Mojave groundwater basins, these impacts must be considered significant and evaluated in the environmental review.

AUTHORITY

State law assigns responsibility for protection of water quality in the Lahontan region to the Lahontan Water Board. The *Water Quality Control Plan for the Lahontan Region* (Basin Plan) contains policies that the Water Board uses with other laws and regulations to protect water quality within the region. All surface waters are considered waters of the State, which include, but are not limited to, drainages, streams, washes, ponds, pools, or wetlands, and may be permanent or intermittent. All waters of the State are protected under California law. Additional protection is provided for waters of the United States (U.S.) under the Federal Clean Water Act (CWA). Based on our review of the SDEIS, project components involve alteration, dredging, filling, and/or excavating activities in waters of the State. Such activities constitute a discharge of waste¹, as defined in California Water Code (CWC), section 13050, and could affect the quality of waters of the State.

The State Water Resources Control Board (State Water Board) and the Lahontan Water Board regulate discharges in order to protect the water quality and, ultimately, the beneficial uses of waters of the State. The Basin Plan provides guidance regarding water quality and how the Lahontan Water Board may regulate activities that have the

¹"Waste" is defined in the Basin Plan to include any waste or deleterious material including, but not limited to, waste earthen materials (such as soil, silt, sand, clay, rock, or other organic or mineral material) and any other waste as defined in the California Water Code, section 13050(d).



potential to affect water quality within the region. The Basin Plan includes prohibitions, water quality standards, and policies for implementation of standards. The Basin Plan can be accessed via the Water Board's web site at http://www.waterboards.ca.gov/lahontan/water_issues/programs/basin_plan/references.shtml.

We request that the environmental document reference the Basin Plan in the hydrology and water quality analyses and require that the Project proponent comply with all applicable water quality standards and prohibitions, including provisions of the Basin Plan.

PERMITS

A number of activities associated with project implementation may require permits issued by either the State Water Board or Lahontan Water Board because they appear to impact waters of the State. The Project proponent is urged to consult with the State Water Board and the Lahontan Water Board prior to project implementation. The required permits may include:

- Land disturbance of more than 1 acre may require a CWA, section 402(p) stormwater permits, including a National Pollutant Discharge Elimination System (NPDES) General Construction Stormwater Permit or General Industrial Stormwater Permit, both obtained from the State Water Board, or an individual stormwater permit obtained from the Lahontan Water Board; and
- Streambed alteration and/or discharge of fill material to a surface water may require a CWA, section 401 water quality certification (WQC) for impacts to federal waters (waters of the U.S.), or dredge and fill Waste Discharge Requirements (WDRs) for impacts to non-federal waters.

Some waters of the State are "isolated" from waters of the U.S.; determinations of the jurisdictional extent of the waters of the U.S. are made by the United States Army Corps of Engineers (USACE). Projects that have the potential to impact surface waters will require the appropriate jurisdictional determinations. These determinations are necessary to discern if the proposed surface water impacts will be regulated under section 401 of the CWA or through dredge and fill WDRs issued by the Water Board.

We request that for each project alternative under review, the environmental document identify specific activities that may require permitting through either the State Water Board or Lahontan Water board and list those activities and potential permits in the appropriate sections of the environmental document. Information regarding these permits, including application forms, can be downloaded from our web site at <http://www.waterboards.ca.gov/lahontan/>.

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POTENTIAL IMPACTS TO SURFACE WATERS

Surface waters are a significant resource, which perform a variety of important hydrologic and biogeochemical functions that affect water quality. In particular, riparian areas associated with both perennial streams and ephemeral drainages provide a natural buffer and help mitigate and control water quality impacts by removing pollutants and sediment from surface runoff. Truncation, realignment, channelization, lining, and/or infilling of surface water resources has the potential to impair a number of beneficial uses by reducing the available riparian habitat, thereby eliminating the natural buffer system to filter runoff and enhance water quality. In addition, the practice of channelizing, straightening, and lining streambeds changes a stream's hydrology by decreasing water storage capacity and increasing water flow velocity, which in turn leads to increases in the severity of peak discharges. These hydrologic changes tend to exacerbate flooding, erosion, scouring, sedimentation and, ultimately, near-total loss of natural functions and values, thereby resulting in the increased need for engineered solutions to re-establish the disrupted flow patterns.

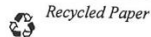
Beneficial Uses

The surface waters located along the proposed alignment include the Mojave River, Oro Grande Wash, Sheep Creek, Big Rock and Little Rock washes, Amargosa Creek, Anaverde Creek, and other surface waters which are identified in the Basin Plan as perennial and intermittent streams, springs, minor surface waters, and minor wetlands. Beneficial uses associated with these waterbodies include municipal and domestic supply (MUN), agricultural supply (AGR), groundwater recharge (GWR), freshwater replenishment (FRESH), rare threatened and endangered species (RARE), water contact recreation (REC-1), non-contact water recreation (REC-2), commercial and sportfishing (COMM), warm freshwater habitat (WARM), cold fresh water habitat (COLD), wildlife habitat (WILD), water quality enhancement (WQE), and flood peak attenuation/flood water storage (FLD). Truncation, realignment, channelization, lining, and/or infilling of these surface waters will result in changes in the stream channel functions and may adversely affect these beneficial uses, particularly GWR, RARE, WQE, FLD, and WILD. The environmental document must identify the beneficial uses of surface waters within the project area, evaluate the project's potential impacts to water quality with respect to beneficial uses, and provide alternatives to avoid those impacts or describe mitigation measures that, when implemented, will minimize unavoidable impacts to a less than significant level.

Hydrology

The proposed corridor alignment crosses a hierarchy of surface waters within the Lahontan region from blue-line streams (as identified on United States Geologic Survey topographic maps), to surface drainages, washes, and swales with less well-defined but still obvious bed and bank features. Based on our understanding of the proposed Project alternatives, there is a potential for the corridor alignment to truncate these surface water resources, in particular a below-grade alternative design. The

California Environmental Protection Agency



consequences of such a design may be a near total loss of beneficial uses downstream of the corridor, including the loss of groundwater recharge near the valley floors. Given the current state of overdraft of the Antelope and Mojave groundwater basins, these impacts must be considered significant and evaluated in the environmental review process.

The environmental document must provide specific information regarding potential impacts to surface waters, particularly impacts to in-channel areas of the Mojave River, Oro Grande Wash, Sheep Creek, Big Rock and Little Rock washes, Amargosa Creek, Anaverde Creek, and other surface water resources crossed by the corridor alignment. The environmental document needs to describe and quantify all impacts and identify whether the impacts are either permanent or temporary. If impacts to surface waters are unavoidable, then we request that the project be designed such that it would maintain existing hydrologic features and patterns to the extent feasible. All unavoidable impacts to surface waters must be mitigated to ensure that no net loss of function and value will occur as a result of project implementation.

Be advised that the project must be designed such that post-construction hydrologic conditions match pre-construction conditions to avoid erosion due to constrictions restricting the passage of peak flows or the retention of flows that may adversely affect downstream vegetation. To ensure that in-channel modifications are designed appropriately, we require that a professional engineer, registered in the State of California, perform analyses of different storm event flows up to the 100-year storm event and evaluate the project's potential impacts to the existing hydrologic systems. The results of these types of analyses must be considered in the project's design to verify that the proposed in-channel modifications will not result in hydrologic changes that exacerbate flooding, erosion, scouring, sedimentation, and/or loss of either upstream or downstream flows.

STORMWATER

Post-construction stormwater management must be considered a significant component in the environmental review process. Of particular concern is the collection of stormwater runoff and the discharge of that stormwater to natural drainage channels. Without adequate design, the consequences of combining these flows will likely be aggradation and headcutting upstream of the confluence and channel incision, increased sediment transport, and eventual widening downstream of the confluence. The environmental document must evaluate all potential stormwater impacts, particularly potential post-construction hydrologic impacts, and describe specific best management practices that, when implemented, will reduce those potential impacts to a less than significant level. Where feasible, we request that you consider design alternatives that redirect these flows from surface waters to areas where they will dissipate by percolation into the landscape.

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Mr. Price

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November 1, 2010

Thank you for the opportunity to comment on the NOP for the High Desert Corridor. If you have any questions regarding this letter, please contact me at (760) 241-7376 (jzimmerman@waterboards.ca.gov) or Patrice Copeland, Senior Engineering Geologist, at (760) 241-7404 (pcopeland@waterboards.ca.gov).

Sincerely,



Jan M. Zimmerman, PG
Engineering Geologist

cc: State Clearinghouse (SCH No. 2010091084)
Tanya Moore, California Department of Fish & Game, Inland Deserts Region
Veronica Chan, U.S. Army Corps of Engineers, Los Angeles District
Jorine Campopiano, Wetlands Regulatory Office, USEPA, Region 9

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

75 Hawthorne Street
San Francisco, CA 94105

OCT 25 2010

Mr. Ron Kosinski *UK*
California Department of Transportation, District 7
Division of Environmental Planning
100 South Main Street, SM-16A
Los Angeles, California 90012

Subject: Scoping Comments for the High Desert Corridor – New State Route 138 Project,
Los Angeles and San Bernardino Counties, California

Dear Mr. Kosinski:

The U.S. Environmental Protection Agency (EPA) has reviewed the Federal Register Revised Notice of Intent (NOI) published on September 24, 2010, requesting comments on the California Department of Transportation (Caltrans) decision to prepare a Draft Environmental Impact Statement (DEIS) for the proposed expanded High Desert Corridor – New State Route (SR) 138 Project in Los Angeles and San Bernardino Counties, California. The proposal is to construct a new freeway/expressway, and possibly a toll way, primarily in an east-west direction for approximately 63 miles, between SR 14 in Los Angeles County and SR 18 in San Bernardino County. The Revised NOI withdraws previous NOIs to prepare separate DEISs for the proposed New SR 138 Project in Los Angeles County and the proposed High Desert Corridor Project, SR 18, in San Bernardino County. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

The State of California has assumed responsibilities under NEPA for this project pursuant to the *Memorandum of Understanding Between the Federal Highway Administration and the California Department of Transportation Concerning the State of California's Participation in the Surface Transportation Project Delivery Pilot Program*.

EPA was a "Participating Agency" (as defined in 23 USC 139 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)) for the separate SR 18 and SR 138 efforts, and we'll assume our Participating Agency status still applies for this expanded project, unless we hear otherwise. EPA provided previous scoping comment letters, dated November 9, 2007 and March 25, 2009, for Phase One of the High Desert Corridor, SR 18 and the proposed New SR 138 Project, respectively. EPA had previously expressed concerns about potential project segmentation in our scoping comments, as these NOIs were published for different phases of the overall planned High Desert Corridor. EPA commends Caltrans for revising the project scope to assess the entire High Desert Corridor from Los Angeles and San Bernardino Counties under one comprehensive NEPA analysis.

EPA provides the following comments for the proposed expanded High Desert Corridor – New SR 138 Project:

Cumulative Impact Analysis

The cumulative impacts associated with the proposed Project may contribute to significant degradation of sensitive resources. There are a growing number of goods movement related projects in the High Desert area. The High Desert has been considered for major intermodal freight yards, developing into a significant inland port complex in the Antelope and Victor Valleys, at the Palmdale Airport and the former George Air Force Base (a multimodal freight transportation hub which is being redeveloped into the largest fully-integrated commercial development in the region). These inland ports would receive freight from the ports of Los Angeles and Long Beach by rail and transfer the freight to trucks for distribution. The High Desert Corridor from Palmdale to Victorville will provide a by-pass to the Los Angeles metropolitan area. The High Desert Corridor is also key for the future Victor Valley Beltway. Other large scale projects are planned in the vicinity of the High Desert Corridor, including the California High Speed Rail Project and the DesertXpress High Speed Rail Project with a proposed station near the planned High Desert Corridor interchange with Interstate 15. EPA is also aware that DesertXpress has an interest in a future extension to Palmdale.

Recommendations:

- Conduct a thorough cumulative impact assessment. Include a complete list of reasonably foreseeable actions, including non-transportation projects. Include redevelopment plans associated with the former George Air Force Base and updated information on Victor Valley Beltway. Identify proposed rail and high speed rail projects in the vicinity of the proposed alignment of High Desert Corridor, including the California High Speed Rail Project (with segments proposed from Bakersfield to Palmdale and Palmdale to L.A.), the DesertXpress, and the California-Nevada Interstate High Speed Rail Corridor between Las Vegas, Nevada and Anaheim, California utilizing magnetic levitation technology.
- EPA recommends the use of the June 2005 *Guidance for Preparers of Indirect and Cumulative Impacts Analysis* developed jointly by Caltrans, Federal Highway Administration (FHWA), and EPA [http://www.dot.ca.gov/ser/cumulative_guidance/purpose.htm]. The guidance will assist in identifying cumulative impacts and preparing an analysis that is sound, well documented, and compliant with 404(b)(1) Guidelines.

Growth

The NOI indicates that improvements to this corridor are considered necessary to provide for the existing and projected traffic demand attributed to large-scale growth and increasing population in the Antelope, Victor and Apple Valley areas of Los Angeles and San Bernardino Counties. The NOI also indicates that this growth has resulted in inadequate capacity and accessibility along the existing east-west trending roadways as well as an increase in demand for goods movement corridors and access to regional airports. The DEIS should fully discuss how future growth projections have been or could be significantly impacted by recent economic factors, such as the continued downturn in the housing market, the more recent credit crisis, and the sustained economic recession, which will likely have a slowing impact on growth in these areas. Similarly, with respect to goods movement, the DEIS should discuss recent trade volumes through the Ports of Los Angeles and Long Beach. The impact of these recent events on previous growth projections should be considered, and their relevance to the Project and future

plans for intermodal facilities in the region discussed. Each of the alternatives analyzed should be considered in light of the most recent forecasts.

EPA is concerned about the potential indirect impacts (40 CFR Part 1508.8(b)) of this project. New access to undeveloped areas may induce growth on surrounding lands. The project would benefit from analysis of growth-related impacts early in project development. A growth-related impact analysis assists with compliance requirements of NEPA by considering environmental consequences as early as possible and providing a well-documented and sound basis for government decision making.

The May 2006 *Guidance for Preparers of Growth-related, Indirect Impact Analyses* (Guidance) [http://www.dot.ca.gov/ser/Growth-related_IndirectImpactAnalysis/gri_guidance.htm] developed jointly by Caltrans, FHWA, and EPA, provides an approach to developing a growth-related impact analysis. After the potential for growth is identified for each alternative, the Guidance recommends assessing if growth-related impacts affect resources of concern.

Recommendations:

- Identify the types of resources that are likely to occur in geographic areas that may be affected by growth. If it is determined that there will be no or insignificant impacts to resources of concern, then document the process and report the results. EPA recommends following the Step-by-Step Approach for Conducting the Analysis in Chapter 6 of the Guidance.
- Include a discussion of mitigation strategies to reduce impacts if adverse impacts cannot be avoided or minimized. Section 6.3 of the Guidance provides an approach to address mitigation for growth-related impacts.

Range of Alternatives

EPA recommends that the DEIS discuss other alternatives that were considered, such as other new alignments or upgrades of existing facilities, and the reasons why they were withdrawn. The DEIS should explore and objectively evaluate a range of reasonable alternatives, including the no action alternative, and briefly discuss the reasons for eliminating some alternatives from further evaluation (40 CFR 1502.14). The alternatives should explore opportunities to avoid or minimize adverse environmental impacts while fulfilling the project purpose.

The DEIS must evaluate the no action alternative as a bench mark against which to compare both the performance and environmental consequences of the other project alternatives. Additionally, the proposed Project should not preclude *also* enhancing transit access, or implementing a comprehensive Transportation System Management and Transportation Demand (TSM/TDM) plan as a part of other build alternatives. We encourage Caltrans to explore the feasibility of implementing such alternatives simultaneously in the interest of minimizing environmental impacts and accommodating future travel demands.

In exploring the option to enhance transit access, that DEIS should clearly identify what forms of transit facilities are currently in operation and the plans for future expansion. The DEIS should identify activities that can be undertaken by Caltrans and/or other responsible agencies to enhance transit ridership that will effectively increase overall mobility within and through the

corridor. Again, we strongly encourage Caltrans to consider concurrently implementing measures that provide incentives for increased transit ridership as a means of decreasing single occupancy vehicle travel.

Right-of-Way (ROW) for High Speed Rail Projects

The NOI includes two alternatives with ROW for a potential High Speed Rail facility. EPA is aware that DesertXpress has an interest in a possible future extension to Palmdale and that the California High Speed Rail Project is anticipated to have a stop in Palmdale. The NOI indicates that its engineering and environmental analysis would be funded by others at some later time if a High Speed Rail facility is proven to be viable. EPA recommends that the DEIS include the most up-to-date information on these projects and projected ROW needs. Disclose the anticipated impacts to resources related to ROW necessary for the High Desert Corridor to accommodate these potential facilities.

Proposed Interchange Locations

The NOI notes that interchange locations will be determined based upon traffic projections. To demonstrate the utility and need for these connections, EPA recommends that the DEIS include a discussion of the interchange siting decisions. If interchanges are proposed for future roads (e.g., roads that currently do not exist, but are identified/proposed in planning documents), disclose the additional impacts to resources that these roads will have. To ensure related impacts are assessed, update the growth-related and cumulative impacts analyses in the DEIS to consider these future roads.

Water and Wetlands Resources

The construction of the alignments will likely involve impacts to a number of wetlands, washes, and drainages, including the Mojave River, Little Rock Wash and Big Rock Wash. The Mojave River is a major system with some significant stretches of dense riparian vegetation, which may be potential habitat for protected species, such as the Least Bell's vireo. Little Rock and Big Rock Washes are braided, large sandy ephemeral stream systems that appear to have large floodplains. These two washes are already recognized by the City of Palmdale and the County of Los Angeles as significant ecological areas with high resource values (see City of Palmdale General Plan).

The waters assessment should be of an appropriate scope and detail to identify sensitive areas or aquatic systems with functions highly susceptible to change. EPA also recommends the following in the DEIS for the assessment of existing conditions and environmental consequences of each proposed alternative:

- Include the classification of waters and the geographic extent of waters and any adjacent riparian areas. The extent of the assessment should cover aquatic features within two miles of existing or future roadways, and four miles of proposed interchanges as recommended in FHWA guidance, "*Environmental Handbook Volume 4 Community Impact Assessment*".
- Identify and describe the watershed, any existing watershed plans, and on-going or planned major aquatic restoration/mitigation activities in the watershed.
- Characterize the functional condition of waters and any adjacent riparian areas using the California Rapid Assessment Method (CRAM) or other appropriate sampling methodology.

- Describe the extent and nature of stream channel alteration, riverine corridor continuity, and buffered tributaries.
- Include wildlife species affected that could reasonably be expected to use waters or associated riparian habitat and sensitive plant taxa that are associated with waters or associated riparian habitat.
- Analyze the potential flood flow and sediment transport alteration.
- Analyze impacts and reductions to floodplain width.
- Characterize the hydrologic linkage to any impaired water bodies and identify what Clean Water Act 303(d) listed impaired water bodies exist in the project area.
- Analyze the potential water quality impact and potential effects to designated beneficial uses.
- Address techniques proposed for minimizing surface water contamination due to increased runoff from additional impervious surfaces.

Impacts to Clean Water Act (CWA) Section 404 Waters

Discharges of dredged or fill material into waters of the U.S. require authorization by the U.S. Army Corps of Engineers (Corps) under CWA Section 404. The Federal Guidelines at 40 CFR Part 230 promulgated under CWA Section 404 (b)(1) provide substantive environmental criteria that must be met to permit such discharges into waters of the United States. These criteria require a permitted discharge to: (1) be the least environmentally damaging practicable alternative (LEDPA); (2) avoid causing or contributing to a violation of a State water quality standard; (3) avoid jeopardizing a federally listed species or adversely modifying designated critical habitat for a federally listed species; (4) avoid causing or contributing to significant degradation of the waters of the United States; and (5) mitigate for unavoidable impacts to waters. A fully integrated DEIS that adequately addresses these criteria would facilitate the CWA Section 404 permit review process. EPA recommends integrating NEPA and CWA Section 404 requirements in the development of the DEIS. Compliance with Section 404 will require an analysis of both on and off-site alternatives.

The project may meet the criteria for coordination under the April 2006 *National Environmental Policy Act and Clean Water Action Section 404 Integration Process for Federal Aid Surface Transportation Projects in California Memorandum of Understanding* (NEPA/404 MOU). The NEPA/404 MOU includes specific agreement points to assist in developing the EIS and involves active participation in meetings and document reviews. It applies to transportation projects that have five or more acres of permanent impacts to waters of the United States and require EIS preparation. We encourage Caltrans to contact the NEPA/404 signatory agencies once more information about the potential impact to waters of the United States is available so that the agreement points can be addressed as early as possible in the EIS processes.

On-site Avoidance and Minimization Strategies

Caltrans should explore on-site alternatives to further avoid or minimize impacts to specific waters with particular emphasis on the Mojave River, Little Rock Wash, and Big Rock Wash. Typically, transportation projects can accomplish this by: (1) using spanned crossings, arch crossings, or oversized buried box culverts over drainages to encourage continuity of sediment transport and hydrological processes and wildlife passage; (2) moving road alignments to avoid impacts to wetlands and waterways; and (3) establishing and maintaining adequate buffers away from aquatic resources. EPA recommends incorporating buffer zones for the washes in the design of alternatives to adequately protect it from indirect impacts. The DEIS should identify on-site measures and modifications for all the alternatives to further reduce impacts to waters and wetland resources. The DEIS should emphasize opportunities to avoid

impacts to the floodplain, minimize impacts to wildlife corridors, and avoid and minimize direct impacts to the washes. EPA highly recommends that Caltrans consider bridges and spans in these locations and direct crossing locations where the floodplain is narrow.

Recommendations:

- Complete a systematic analysis for drainage crossings which identifies and prioritizes the potential for 1) improvements to the aquatic system and 2) wildlife use at each crossing.
- Identify measures and modifications to avoid and minimize impacts to water resources.
- Quantify temporary and permanent impacts to waters of the U.S. for each alternative studied; for example, number of drainage crossings impacted, acres of waters impacted, etc. For each alternative, report these numbers in table form for each impacted water and wetland feature.
- Incorporate a buffer zone for the river in the design of alternatives to adequately protect the washes from indirect impacts.

Indirect and Cumulative Impacts Assessment

EPA provides the following recommendations to address indirect and cumulative impacts to aquatic resources:

- Characterize the aquatic resources within two miles of the existing or future roadways and within four miles of proposed interchanges.
- Quantitatively assess the associated impacts to aquatic resources of those land use changes, both indirect and cumulative.
- Identify parties responsible for mitigating the environmental impacts associated with the indirect and cumulative impacts to aquatic resources.

Mitigation

Mitigation for proposed impacts to waters must be consistent with the Corps/EPA mitigation rule (40 CFR 230.91-98). EPA recommends that Caltrans explore directing mitigation towards restoration/acquisition of aquatic resources in the Mojave River, Little Rock Wash, and Big Rock Wash. The DEIS should recognize that washes are difficult to replace aquatic resources and should at a minimum address the following components of compensatory mitigation for impacts to waters:

- mitigation type, amount, and location
- watershed approach used to identify mitigation
- use of preservation and buffers
- long term preservation (e.g., conservation easements) and management of the site

Biological Resources

The proposed project may have direct and indirect impacts on federal- and state-listed threatened and endangered species, such as the Desert Tortoise and the Mojave Ground Squirrel, and other biological resources in the project vicinity. EPA recommends that Caltrans identify all petitioned and listed threatened and endangered species and critical habitat within the project area and assess the direct and indirect impacts of each alternative. Include the status of the Endangered Species Act Section 7 consultation process and describe efforts to avoid and/or minimize impacts to species and their associated habitats.

Air Quality

The DEIS should provide a detailed discussion of ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards (NAAQS), criteria pollutant nonattainment areas, and potential air quality impacts of the project (including cumulative and indirect impacts) for each fully evaluated alternative.

The proposed project is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) implements local air quality regulations in the SCAB to carry out Federal Clean Air Act (CAA) requirements, as authorized by the EPA. The current SCAB nonattainment designations under the CAA are as follows: carbon monoxide - attainment/maintenance; 8-hour ozone - extreme nonattainment; nitrogen dioxide (NO₂) - attainment/maintenance, particulate matter with a diameter of 10 microns or less (PM₁₀) - serious nonattainment; and particulate matter with a diameter of 2.5 microns or less (PM_{2.5}) - nonattainment. The SCAB has some of the worst 8-hour ozone and PM_{2.5} problems in the nation, and attainment of these NAAQS will require massive reductions from mobile sources, given the rapid growth in this emissions category and the long lifespan of diesel engines. Because of the air basin's nonattainment status, it is important to reduce emissions of ozone precursors, mobile source air toxics (MSAT) and particulate matter from this project to the maximum extent.

Construction

Caltrans should include a Construction Emissions Mitigation Plan for fugitive dust and diesel particulate matter (DPM) in the DEIS and adopt this plan in the Record of Decision (ROD). EPA recommends the following mitigation measures be included in the Construction Emissions Mitigation Plan in order to reduce impacts associated with emissions of PM and other toxics from construction-related activities:

Recommendations:

Due to the serious nature of the PM₁₀ conditions in the SCAB, best available control measures (BACM) for these pollutants are required to be implemented at all times under local regulations in any part of the area under SCAQMD jurisdiction and that the DEIS and ROD incorporate the Construction Emissions Mitigation Plan. We recommend that all applicable requirements under SCAQMD Rules and additional measures identified below be incorporated into a Construction Mitigation Plan. In general, all local air quality rules and regulations should be followed.

The Mojave Desert portion of the project area is federally designated nonattainment for PM₁₀ and moderate nonattainment for 8-hour ozone with a 2010 attainment deadline, although the State has requested a reclassification to "severe-15", with an attainment date of 2019. Because of the air basin's nonattainment status it is important to reduce emissions of ozone precursors and particulate matter from this project to the maximum extent.

Fugitive Dust Source Controls:

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.

- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

Mobile and Stationary Source Controls:

- Minimize use, trips, and unnecessary idling of heavy equipment.
- Maintain and tune engines per manufacturer's specifications to perform at EPA certification levels, where applicable, and to perform at verified standards applicable to retrofit technologies. Employ periodic, unscheduled inspections to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications. The California Air Resources Board has a number of mobile source anti-idling requirements which could be employed. See their website at: <http://www.arb.ca.gov/msprog/truck-idling/truck-idling.htm>
- Prohibit any tampering with engines and require continuing adherence to manufacturer's recommendations.
- If practicable, lease new, clean equipment meeting the most stringent of applicable Federal¹ or State Standards². In general, commit to the best available emissions control technology. Tier 4 engines should be used for project construction equipment to the maximum extent feasible³. Lacking availability of non-road construction equipment that meets Tier 4 engine standards, Caltrans should commit to using the best available emissions control technologies on all equipment.
- Utilize EPA-registered particulate traps and other appropriate controls where suitable to reduce emissions of diesel particulate matter and other pollutants at the construction site.

Administrative controls:

- Identify all commitments to reduce construction emissions and update the air quality analysis to reflect additional air quality improvements that would result from adopting specific air quality measures.
- Identify sensitive receptors in the project area, such as children, elderly, and infirm, and specify the means by which you will minimize impacts to these populations. For example, locate construction equipment and staging zones away from sensitive receptors and fresh air intakes to buildings and air conditioners.
- Identify where implementation of mitigation measures is rejected based on economic infeasibility.
- Prepare an inventory of all equipment prior to construction and identify the suitability of add-on emission controls for each piece of equipment before groundbreaking. (Suitability of control devices is based on: whether there is reduced normal availability of the construction equipment due to increased downtime and/or power output, whether there may be significant damage caused to the construction equipment engine, or whether there may be a significant risk to nearby workers or the public.) Meet EPA diesel fuel requirements for off-road and on-highway, and, where appropriate, use alternative fuels such as natural gas and electric.

¹ EPA's website for nonroad mobile sources is <http://www.epa.gov/nonroad/>.

² For ARB emissions standards, see: <http://www.arb.ca.gov/msprog/offroad/offroad.htm>.

³ Diesel engines < 25 hp rated power started phasing in Tier 4 Model Years in 2008. Larger Tier 4 diesel engines will be phased in depending on the rated power (e.g., 25 hp - <75 hp: 2013; 75 hp - < 175 hp: 2012-2013; 175 hp - < 750 hp: 2011 - 2013; and ≥ 750 hp 2011- 2015).

- Develop a construction traffic and parking management plan that minimizes traffic interference and maintains traffic flow.

Transportation Conformity

The DEIS should demonstrate the project is included in a conforming transportation plan and a transportation improvement program. The DEIS should ensure that the emissions from both the construction and the operational phases of the project conform to the State Implementation Plan, and do not cause or contribute to violations of the NAAQS. The DEIS should include a CO, PM10 and PM2.5 hot spot analysis as required to meet conformity requirements. If a qualitative analysis is required, the analysis should, identify sensitive receptors, and identify measures to reduce impacts to air quality.

Mobile Source Air Toxics

Given the significant concerns about adverse health effects from mobile source pollutants and the project's potential for emissions in close proximity to residential communities and sensitive receptors, EPA recommends performing an analysis of potential MSAT impacts to inform decision-making between project alternatives and to inform avoidance, minimization, and mitigation options. When considering appropriate and useful levels of analysis, EPA recommends that the lead agency consider the following:

- The likelihood of impact and potential magnitude of the effect, including both the magnitude of emissions and the proximity of the project emissions to potential residential and sensitive receptors, such as schools, hospitals, day care facilities, and nursing homes;
- The severity of existing conditions;
- Whether the project is controversial and whether air toxics concerns have been raised by the public for this project or for other projects in the area in the past;
- Whether there is a precedent for analysis for projects of this type, either under NEPA or other environmental laws; and
- Whether the analysis could be useful for distinguishing between alternatives, informing design changes, and targeting mitigation.

For most transportation projects, EPA generally recommends that the following levels of analysis be considered (in order of increasing complexity):

1. Qualitative discussion,
2. Quantify emissions,
3. Toxicity-weight emissions,
4. Dispersion modeling, and
5. Risk assessment.

These analyses are further described in the March 2007 report entitled "Analyzing, Documenting, and Communicating the Impacts of Mobile Source Air Toxic Emissions in the NEPA Process" conducted for the American Association of State Highway and Transportation Officials (AASHTO) Standing Committee on the Environment and funded by the Transportation Research Board ([http://www.trb.org/NotesDocs/25-25\(18\)_FR.pdf](http://www.trb.org/NotesDocs/25-25(18)_FR.pdf)). Procedures for toxicity-weighting, which EPA has found to be especially useful for the targeting of mitigation, are described in EPA's Air Toxics Risk Assessment Reference Library (Volume 3, Appendix B, beginning on page B-4, http://epa.gov/ttn/fera/data/risk/vol_3/Appendix_B_April_2006.pdf).

These recommendations, and the recommendations included in the report for AASHTO referenced above, differ substantially from the September 30, 2009 FHWA Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents. The analysis of potential MSAT impacts is especially important in California, where the awareness of air toxics impacts, the knowledge of background conditions, and the familiarity with tools to assess potential impacts are very high.

Greenhouse Gas Emissions and Sustainable Communities Strategies

The State of California has increased its focus on potential climate change and impacts of increasing greenhouse gas emissions. Specifically, the Global Warming Solutions Act of 2006 and Executive Order S-3-05 recognize the impact that climate change can have within California and provide direction for future reductions of greenhouse gases. In fact, the Natural Resources Agency recently adopted Amendments to the California Environmental Quality Act (CEQA) Guidelines for greenhouse gas emissions on December 30, 2009, which became effective on March 18, 2010⁴. Senate Bill 375 (SB 375) is aimed at curbing sprawl and reducing vehicle miles traveled in an effort to cut greenhouse gas emissions. SB 375 requires Metropolitan Planning Organizations (MPOs) to develop a “sustainable communities strategy” (SCS), which demonstrates how the region will meet greenhouse gas emissions reduction targets set by CARB.

The State of California is also a 2009 recipient of EPA’s Smart Growth Implementation Assistance (SGIA). The State of California requested assistance in developing a local government sustainable community framework to provide guidance to local jurisdictions in determining which combination of greenhouse gas emission reduction strategies, smart growth practices, and sustainability policies are best for their communities. At the Federal level under the Partnership for Sustainable Communities, EPA, the U.S. Department of Housing and Urban Development, and the U.S. Department of Transportation are working together to help improve access to affordable housing, more transportation options, and lower transportation costs while protecting the environment in communities nationwide. The U.S. Department of Housing and Urban Development and the U.S. Department of Transportation will assist EPA in implementing the SGIA for the State of California.

EPA recommends that, as practicable, the DEIS identify the cumulative contributions to greenhouse gas emissions that will result from implementation of the project. In addition, we recommend that the DEIS discuss the potential impacts of climate change on the project and describe how the project meets the intent of statewide and national sustainability initiatives and goals to develop sustainable communities. Finally, the DEIS should identify if there are specific mitigation measures needed to 1) protect the project from the effects of climate change, 2) reduce the project’s adverse air quality effects, and/or 3) promote pollution prevention and environmental stewardship.

Environmental Justice and Community and User Outreach

The DEIS should identify whether the proposed alternatives may disproportionately and adversely affect low income or minority populations in the surrounding area and should provide appropriate mitigation measures for any adverse impacts. Executive Order 12898 addresses Environmental Justice in minority and low income populations, and the Council on Environmental Quality has developed guidance concerning how to address Environmental

⁴ Amendments to the CEQA Guidelines for greenhouse gas emissions are available on-line at: <http://ceres.ca.gov/ceqa/guidelines/>.

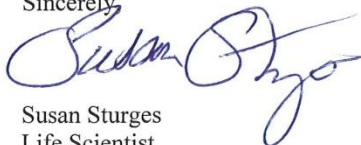
Justice in the environmental review process (<http://ceq.eh.doe.gov/nepa/regs/ej/justice.pdf>). Community involvement activities supporting the project should include opportunities for incorporating public input, especially in Environmental Justice communities, into the facility design process to promote context sensitive design.

Recommendations:

- Identify whether the proposed alternatives may disproportionately and adversely affect low-income or minority populations and provide appropriate mitigation measures for any adverse impacts. Assessment of the project's impacts should reflect consultation with affected populations and mitigation measures should be considered where feasible to avoid, mitigate, minimize, rectify, reduce, or eliminate impacts associated with a proposed project (See 40 C.F.R. § 1508.20). Mitigation measures identified in the DEIS should reflect the needs and preferences of the affected low-income and minority populations to the extent practicable.
- Document the process used for community involvement and communication, including all measures to specifically outreach to potential environmental justice communities. Include an analysis of results achieved by reaching out to these populations. EPA has developed a model plan for public participation that may assist Caltrans in this effort. *The Model Plan for Public Participation*, EPA OECA, February 2000, is available at: <http://www.epa.gov/compliance/ej/resources/publications/nejac/model-public-part-plan.pdf>

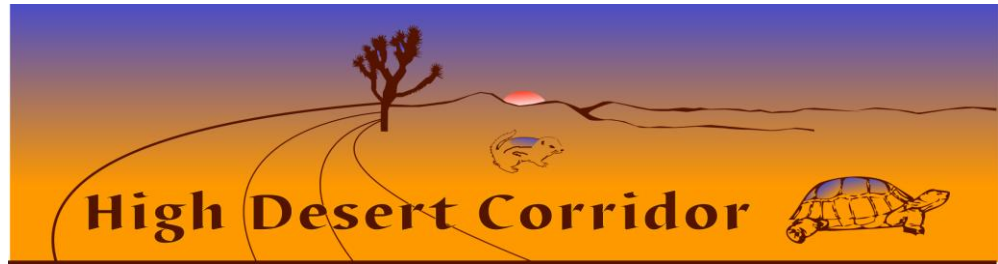
EPA appreciates the opportunity to comment on the preparation of the DEIS. Once the DEIS is released for public review, please send two hard copies and, if available, two electronic copies to me at the address above (mail code: CED-2). If you have any questions, please contact me at 415-947-4188 or Sturges.Susan@epa.gov.

Sincerely,



Susan Sturges
Life Scientist
Environmental Review Office (CED-2)

CC: John Chisholm, Caltrans District 11
Stephanie Hall, U.S. Army Corps of Engineers



Appendix B

Public Notices

Public Notices

The program is scheduled to run from 9:30 a.m. to 5 p.m. on Thursday and from 9 a.m. to 3 p.m. on Friday.

Time permitting, the discussion is expected to focus on developments in a number of areas, e.g., federalism issues in implementing private international law conventions (including the Hague Convention on Choice of Court Agreements, the UNCITRAL E-Commerce and Letter of Credit Conventions, and others); globalization and cross-border corporate insolvency; international arbitration; investment securities, market stability and treaty law; international family law; private international law initiatives in the OAS; on-line dispute resolution; and treaty-based finance law. We encourage active participation by all those attending.

Documents on these subjects are available at <http://www.hcch.net>; <http://www.uncitral.org>; <http://www.unidroit.org>; <http://www.oas.org>, and <http://www.nccusl.org>. We may, by e-mail, supplement those with additional documents.

Please advise as early as possible if you plan to attend. The meeting is open to the public up to the capacity of the conference facility, and space will be reserved on a first come, first served basis. Persons who wish to have their views considered are encouraged, but not required, to submit written comments in advance. Those who are unable to attend are also encouraged to submit written views. Comments should be sent electronically to smeltzertk@state.gov. Those planning to attend should provide name, affiliation and contact information to Trish Smeltzer at 703-812-2382 or Niesha Toms at 703-812-2353, or by e-mail to tomsnn@state.gov. You may also use those contacts to obtain additional information. A member of the public needing reasonable accommodation should advise those same contacts not later than October 21st. Requests made after that date will be considered, but might not be able to be fulfilled.

September 15, 2010.

Keith Loken,

Assistant Legal Adviser, Office of Private International Law, Office of the Legal Adviser, Department of State.

[FR Doc. 2010-23978 Filed 9-23-10; 8:45 am]

BILLING CODE 4710-08-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Los Angeles and San Bernardino Counties, CA; Notice of Intent

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Withdrawal/Revised Notice of Intent (NOI).

SUMMARY: The FHWA, on behalf of the California Department of Transportation (Caltrans), is issuing this notice to advise the public that the Notice of Intent to prepare an Environmental Impact Statement (EIS) for the proposed New State Route 138 project in Los Angeles County, California (**Federal Register** Vol. 74, No. 16) and the Notice of Intent to prepare an Environmental Impact Statement (EIS) for the proposed High Desert Corridor project, State Route 18, in San Bernardino County, California (**Federal Register** Vol. 72, No. 197) are being withdrawn. In addition, this notice is being issued to advise the public that a draft EIS will be prepared for a proposed expanded High Desert Corridor—New State Route 138 project in Los Angeles and San Bernardino Counties, California.

DATES: Public scoping meetings will be held in:

(1) Palmdale, CA on September 27, 2010, 6 p.m. to 8 p.m.

(2) Lancaster, CA on September 28, 2010, 6 p.m. to 8 p.m.

(3) Apple Valley, CA on September 29, 2010, 6 p.m. to 8 p.m.

(4) Victorville, CA on September 30, 2010, 6 p.m. to 8 p.m.

ADDRESSES:

(1) Palmdale—Larry Chimbole Cultural Center, 38350 North Sierra Highway, Palmdale, CA 93550.

(2) Lancaster—Lancaster City Hall, Emergency Operations Center, 44933 Fern Avenue, Lancaster, CA 93534.

(3) Apple Valley—Town of Apple Valley Development Services Building Conference Center, 14955 Dale Evans Parkway, Apple Valley, CA 92307.

(4) Victorville—City of Victorville Conference Room D, 14343 Civic Drive, Victorville, CA 92393.

FOR FURTHER INFORMATION CONTACT:

Ronald Kosinski, Deputy District Director, California Department of Transportation District 7 Division of Environmental Planning, 100 South Main Street, Mail Stop 16A, Los Angeles, CA 90012.

SUPPLEMENTARY INFORMATION: Effective July 1, 2007, the FHWA assigned, and Caltrans assumed, environmental responsibilities for these projects

pursuant to 23 U.S.C. 327. Caltrans, as the delegated National Environmental Policy Act (NEPA) lead agency, initiated studies on the proposed New State Route 138 and High Desert Corridor, State Route 18 projects. NOIs were published in the **Federal Register** on January 27, 2009 (Vol. 74, No. 16) and October 12, 2007 (Vol. 72, No. 197). During the course of conducting studies and coordinating with regulatory and resource agencies for the proposed projects, it was determined that the projects should be combined into one larger High Desert Corridor—New State Route 138 project. A Draft Environmental Impact Statement will be prepared for a proposal to construct a new freeway/expressway, and possibly a toll way, between SR-14 in Los Angeles County and SR-18 in San Bernardino County. The proposed route would run primarily in an east-west direction and extend for approximately 63 miles; it would roughly follow the alignment of the Avenue P-8 corridor near SR-14 in Los Angeles County and Air Expressway near I-15 in San Bernardino County. East of I-15, the proposed route would turn south until it terminates at SR-18. The development of this corridor is considered necessary to provide for the existing and projected traffic demand attributed to large-scale growth and increasing population in the Antelope, Victor and Apple Valley areas of Los Angeles and San Bernardino Counties. This growth has resulted in inadequate capacity and accessibility along the existing east-west trending roadways as well as an increase in demand for goods movement corridors and access to regional airports.

Alternatives under consideration are: (1)—No-Build; (2)—Transportation System Management/Transportation Demand Management (TSM/TDM). This includes various operational investments, policies, and easily implemented, low capital cost improvements aimed at improving goods movement, passenger auto and transit travel, and reducing the environmental impacts of transportation for cities and operations in the High Desert Corridor study area; (3)—Freeway/Expressway. This would consist of a route with a controlled-access freeway in some areas and an expressway in others, depending on what is warranted by traffic demand. Interchange locations will be determined based upon traffic projections. Three variations along the main alignment of this alternative will be considered. In Variation A, the freeway/expressway would run slightly

south of the main alignment, approximately between 15th St. East and Little Rock Wash near Palmdale. In Variation B, the freeway/expressway would run slightly south of the main alignment between Oasis Rd. and Caughlin Rd. East of the county line. In Variation C, the freeway/expressway would swing south of the main alignment to tie into SR-18 near Rimrock Rd.; (4)—Freeway/Toll Way. This would consist of engineering geometrics similar to Alternative 3 with alterations made in coordination with a Public Private Partnership (P3) analysis. Variations A, B and C would also be considered; (5)—Avenue P-8 Corridor, SR-138 and SR-18 Improvements. This would consist of engineering geometrics similar to Alternative 3 between SR-14 and approximately 125th St. East. From 125th St. East, the route would curve south until it joins the existing SR-138. The existing SR-138 and SR-18 would be widened between approximately 146th St. East and I-15. One of the segments east of I-15, as described in Alternative 3, would also be built as part of this alternative; (6)—Freeway/Expressway with right-of-way for a potential High Speed Rail facility. This would consist of engineering geometrics similar to Alternative 3 with the consideration of additional right-of-way for a High Speed Rail (HSR) facility. If an HSR facility is proven to be viable, its engineering and environmental analysis would be funded by others at some later time, and; (7)—Freeway/Toll Way with right-of-way for a potential High Speed Rail facility. This would consist of engineering geometrics similar to Alternative 4 with the consideration of additional right-of-way for a High Speed Rail (HSR) facility. This alternative would include a P3 analysis. If a HSR facility is proven to be viable, its engineering and environmental analysis would be funded by others at some later time.

It is anticipated that the proposed project may require the following federal approvals and permits: A Biological Opinion from the United States Fish and Wildlife Service, approval of a PM10 and PM2.5 Hot Spot Analysis by the Conformity Working Group for transportation conformity determination under the Clean Air Act, Section 401, 402 and 404 permits under the Clean Water Act, and a Farmland Conversion Impact Rating under the Farmland Protection Policy Act.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local agencies, Participating Agencies, Tribal governments, and to private organizations and citizens who have

previously expressed or are known to have an interest in this proposal. NEPA requires the lead agency to conduct an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action. In compliance with NEPA, formal scoping meetings will be held at the dates, times and locations as described above. Public notice will be given of the times and place of each meeting. To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the draft EIS should be directed to Caltrans at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: September 20, 2010.

Cindy Vigue,

Director, State Programs, Federal Highway Administration, Sacramento, California.

[FR Doc. 2010-23920 Filed 9-23-10; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

Sunshine Act Meetings; Unified Carrier Registration Plan Board of Directors

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

TIME AND DATE: October 14, 2010, 12 noon to 3 p.m., Eastern Daylight Time.

PLACE: This meeting will take place telephonically. Any interested person may call 877.768.0032 passcode 4856462 to participate in this meeting by telephone.

STATUS: Open to the public.

MATTERS TO BE CONSIDERED: The Unified Carrier Registration Plan Board of Directors (the Board) will continue its work in developing and implementing the Unified Carrier Registration Plan and Agreement and to that end, may consider matters properly before the Board.

FOR FURTHER INFORMATION CONTACT: Mr. Avelino Gutierrez, Chair, Unified Carrier Registration Board of Directors at (505) 827-4565.

Issued on: September 21, 2010.

Larry W. Minor,

Associate Administrator for Policy and Program Development.

[FR Doc. 2010-24183 Filed 9-22-10; 4:15 pm]

BILLING CODE 4910-EX-P

DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

September 20, 2010

The Department of the Treasury will submit the following public information collection requirements to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104-13 on or after the date of publication of this notice. A copy of the submissions may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding these information collections should be addressed to the OMB reviewer listed and to the Treasury PRA Clearance Officer, Department of the Treasury, 1750 Pennsylvania Avenue, NW., Suite 11010, Washington, DC 20220.

DATES: Written comments should be received on or before October 25, 2010 to be assured of consideration.

Internal Revenue Service (IRS)

OMB Number: 1545-0015.

Type of Review: Revision of a currently approved collection.

Title: United States Estate (and Generation-Skipping Transfer) Tax Return.

Form: 706 and schedules.

Abstract: Form 706 is used by executors to report and compute the Federal Estate Tax imposed by IRC section 2001 and the Federal GST tax imposed by IRC section 2601. IRS uses the information to enforce these taxes and to verify that the tax has been properly computed.

Respondents: Individuals or households.

Estimated Total Burden Hours: 2,046,350 hours.

OMB Number: 1545-0026.

Type of Review: Extension without change to a currently approved collection.

Title: Return by a U.S. Transferor of Property to a Foreign Corporation.

Form: 926.

Abstract: Form 926 is filed by any U.S. person who transfers certain tangible or intangible property to a foreign corporation to report information required by section 6038B.

Respondents: Private Sector: Businesses or other for-profits.



Arnold Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Cathleen Cox
Acting Director

Notice of Preparation

September 28, 2010

To: Reviewing Agencies
Re: High Desert Corridor (New State Route - 138)
SCH# 2010091084

Attached for your review and comment is the Notice of Preparation (NOP) for the High Desert Corridor (New State Route - 138) draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Karl Price
California Department of Transportation, District 7
100 South Main Street, MS-16A
Los Angeles, CA 90012-3606

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2010091084
Project Title High Desert Corridor (New State Route - 138)
Lead Agency Caltrans #7

Type NOP Notice of Preparation
Description NOTE: Reference SCH# 2009031021

Caltrans is formally initiating studies for the proposed High Desert Corridor-New State Route 138 project (also known as the E-220 Corridor) from State Route 14 in Los Angeles County to State Route 18 in San Bernardino County. The proposed alignment will connect the City of Palmdale with the Town of Apple Valley. The new freeway/expressway is ~63 miles long. Improvements to this corridor are considered necessary to provide for the existing and projected traffic demand attributed to growth and increasing developments in the northern portion of Los Angeles County and the Victor Valley region of San Bernardino County.

Lead Agency Contact

Name Karl Price
Agency California Department of Transportation, District 7
Phone (213) 897-1839 Fax
email
Address 100 South Main Street, MS-16A
City Los Angeles State CA Zip 90012-3606

Project Location

County Los Angeles, San Bernardino
City
Region
Cross Streets
Lat / Long
Parcel No.
Township Range Section Base

Proximity to:

Highways SR-138, SR 18, J-15, SR-14
Airports
Railways
Waterways
Schools
Land Use

Project Issues

Reviewing Agencies Resources Agency, Department of Conservation, Office of Historic Preservation, Department of Parks and Recreation, Department of Water Resources, Department of Fish and Game, Region 5, Department of Fish and Game, Region 6, Office of Emergency Management Agency, California; Native American Heritage Commission; Public Utilities Commission, State Lands Commission; California Highway Patrol; Air Resources Board, Transportation Projects, Regional Water Quality Control Board, Region 4; Regional Water Quality Control Bd., Region 6 (Victorville)

Date Received 09/28/2010 Start of Review 09/28/2010 End of Review 10/27/2010

Note: Blanks in data fields result from insufficient information provided by lead agency.

Caltrans

Division of Environmental Planning-Project # 80
100 South Main Street, Mail Stop-16A
Los Angeles, CA 90012



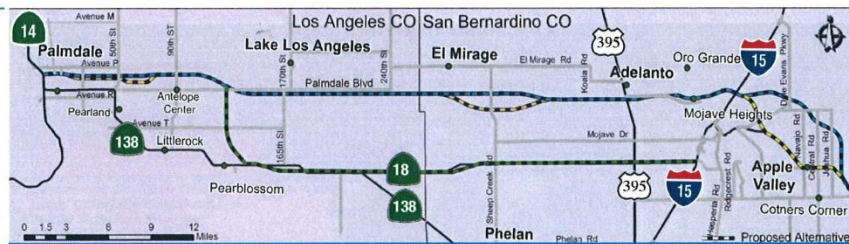
September 27, 2010 6:00 P.M. to 8:00 P.M.
Larry Chimbole Cultural Center
38350 N. Sierra Highway
Palmdale, CA 93550

September 28, 2010 6:00 P.M. to 8:00 P.M.
Lancaster City Hall
Emergency Operations Center
44933 Fern Ave (Enter from Northside Parking Lot)
Lancaster, CA 93534

September 29, 2010 6:00 P.M. to 8:00 P.M.
Town of Apple Valley
Park and Recreation Department, Ward Room
14955 Dale Evans Parkway
Apple Valley, CA 92307

September 30, 2010 6:00 P.M. to 8:00 P.M.
City of Victorville
Conference Room D
14343 Civic Drive
Victorville, CA 92393

Notice of Public Scoping/Open House for the High Desert Corridor Project



WHAT IS BEING PLANNED? CALTRANS (California Department of Transportation) is proposing to construct a new freeway/expressway connecting the City of Palmdale in Los Angeles County and the Town of Apple Valley in San Bernardino County. The new proposed freeway/expressway is approximately 50 miles long.

WHY THIS NOTICE? CALTRANS is inviting you to this open house to provide you with information about this project and to solicit your comments and suggestions. Exhibits about the project will be available for viewing along with CALTRANS staff to provide additional information and answer your questions.

WHO TO CONTACT? If you have questions regarding this open house, please contact Osama Megalla, Project Manager at 213-897-0520.



Metro



<http://www.dot.ca.gov/dist07/travel/projects/138hdc/>
Para más información en español

"We're here to get you there!"



Caltrans
Division of Environmental Planning-Project # 80
100 South Main Street, Mail Stop-16A
Los Angeles, CA 90012

High Desert Corridor

El 27 de Septiembre 2010 6:00 P.M. to 8:00 P.M.
En el Centro Cultural Larry Chimbole
38350 N. Sierra Highway
Palmdale, CA 93550

El 28 de Septiembre 2010 6:00 P.M. to 8:00 P.M.
Ayuntamiento de Lancaster City Hall
En el Centro de Operaciones de Emergencia
44933 Fern Ave (Enter from Northside Parking Lot)
Lancaster, CA 93534

El 29 de Septiembre 2010 6:00 P.M. to 8:00 P.M.
Ciudad de Apple Valley
Departamento de Apple Valley
14955 Dale Evans Parkway
Apple Valley, CA 92307

El 30 de Septiembre 2010 6:00 P.M. to 8:00 P.M.
Ciudad de Victorville
Conference Room D
14343 Civic Drive
Victorville, CA 92393

Discusion abierta del Proyecto High Desert Corridor



¿QUE SE PLANIFICA? CALTRANS (El Departamento de Transporte de California) propone construir una nueva autopista que conecta la Ciudad de Palmdale en el Condado de Los Angeles y la Ciudad de Apple Valley en el Condado de San Bernardino. La autopista propuesta es de aproximadamente 50 millas de largo.

¿POR QUE ESTE AVISO? Caltrans le invita a este Open House para ofrecerle información sobre este proyecto y para solicitar sus comentarios y sugerencias. Exposiciones sobre el proyecto estarán disponibles junto con el personal de CALTRANS para proporcionar información adicional y responder a sus preguntas.

¿A QUIEN CONTACTAR? Si tiene preguntas con respecto a este Open House, por favor contacte a Osama Megalla, Director del Proyecto al numero 213-897-0520.



Metro



<http://www.dot.ca.gov/dist07/travel/projects/138hdc/>
Para más información en español

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Los Angeles, Santa Ana, San Diego, Riverside/San Bernardino,
San Francisco, Oakland, San Jose, Santa Rosa, Sacramento
Special Services Available in Phoenix

DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to any or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

ANTELOPE VALLEY PRESS

On the following dates:

Sept. 23 & 26, 2010

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this
26th day of **September** 2010

Abbi Zulu

Signature

1949293

"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"

Rev. 11/09 Daily Journal Corporation, 915 East First Street, Los Angeles, CA 90012





**Environmental
Scoping Notice
For
The High Desert Corridor
(New SR-138)**





WHAT IS BEING PLANNED?
CALTRANS (California Department of Transportation) is proposing to construct a new 63 mile freeway/expressway and possible truck toll facility between the City of Palmdale in Los Angeles County and the town of Apple Valley in San Bernardino County.

WHY THIS NOTICE?
CALTRANS is formally initiating studies for this project. The California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) requires the lead agency to conduct an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action. Based on preliminary environmental studies, the resulting environmental document is anticipated to be an Environmental Impact Report/Environmental Impact Statement leading to a Notice of Determination/Record of Decision.

WHERE YOU COME IN?
The purpose of this scoping meeting is to solicit comments from public agencies, private entities, and interested individuals regarding potential social, economic, and environmental issues related to the project. This scoping meeting also solicits ideas on other alternatives, identifies agency permit/review requirements and ensures that interested parties are involved early in the environmental planning process.

WHEN AND WHERE
The following meetings will be held:

- Palmdale (Los Angeles County)** - September 27, 2010 from 6:00 to 8:00 P.M. at the Larry Chimbole Cultural Center, located at 38350 N. Sierra Highway, Palmdale Ca 93550.
- Lancaster (Los Angeles County)** - September 28, 2010 from 6:00 to 8:00 P.M. at Lancaster City Hall-Emergency Operations Center, 44933 Fern Avenue, Lancaster Ca 93534.
- Town of Apple Valley (San Bernardino County)** - September 29, 2010 from 6:00 to 8:00 P.M. at the Parks and Recreation Department, Development Services Building, Conference Center, 14955 Dale Evans Parkway, Apple Valley, Ca 92307.
- Victorville (San Bernardino County)** - September 30, 2010 from 6:00 to 8:00 P.M. at Conference Room D, 14343 Civic Drive, Victorville, Ca 92393.

Individuals who require special accommodation (American Sign Language Interpreter, accessible seating, documentation in alternative formats, etc.) are requested to contact the District 7 Public Affairs Office at (213)-897-4867 at least 7 days prior to the scheduled meeting date. TDD users may contact the California Relay service TDD line at 1-800-735-2929 or Voice Line at 1-800-735-2922.

CONTACT
For more information about this study or any transportation matter, call Karl Price at 213-897-1839. If you have written comments or wish to be on a mailing list concerning this project, please contact us by November 1, 2010.

Mr. Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning (07-HDC [New SR-138])
Project #80
Caltrans, District 7
100 South Main Street, MS-16A
Los Angeles, CA 90012

"We're here to get you there!"
www.dot.ca.gov/dist07/travel/projects/138hdc/

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
100 MAIN STREET, SUITE 100
LOS ANGELES, CA 90012-3606
PHONE (213) 897-0362
FAX (213) 897-0360
TTY (213) 897-9797



*Flex your power!
Be energy efficient!*

September 20, 2006

The Honorable Tom Lackey
Councilmember, City of Palmdale
38300 Sierra Highway, Suite A
Palmdale, CA 93550

RE: Notice of Scoping for the High Desert Corridor

Dear Councilmember Lackey:

Caltrans is formally initiating studies for the proposed High Desert Corridor - New State Route 138 project (also known as the E-220) from State Route 14 in Los Angeles County to State Route 18 in San Bernardino County. An Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) will be prepared. The attached map indicates the boundaries of the proposed study.

The proposed project will connect the City of Palmdale with the Town of Apple Valley and is approximately 63 miles long. Improvements to this corridor are considered necessary to provide for the existing and projected traffic demand attributed to growth and increasing developments in the northern portion of Los Angeles County and the Victor Valley region of San Bernardino County.

The following alternatives are under consideration:

1. No-Build;
2. Transportation System Management/Transportation Demand Management (TSM/TDM). This includes various operational investments, policies, and low capital cost improvements aimed at improving goods movement, passenger auto and transit travel in the High Desert Corridor study area;
3. Freeway/Expressway. This would consist of a route with a controlled-access freeway in some areas and an expressway in others, depending on what is warranted by traffic demand. Interchange locations will be determined based upon traffic projections. Variations in the alignment in at least three locations will also be studied;
4. Freeway/Toll Way. This would consist of engineering geometrics similar to Alternative 3 with alterations made in coordination with a Public Private Partnership (P3) analysis;
5. Avenue P-8 Corridor, SR-138 and SR-18 Improvements. This would consist of engineering geometrics similar to Alternative 3 between SR-14 and approximately 125th St. East. From 125th St. East, the route would curve south until it joins the existing SR-138. The existing SR-138 and SR-18 would be widened between approximately 146th St.

"Caltrans improves mobility across California"

East and I-15. One of the segments east of I-15, as described in Alternative 3, would also be built as part of this alternative;

6. Freeway/Express Way with right-of-way for a potential High Speed Rail facility. This would consist of engineering geometrics similar to Alternative 3 with the consideration of additional right-of-way for a High Speed Rail (HSR) facility. If a HSR facility is proven to be viable, its engineering and environmental analysis would be funded by others, and;
7. Freeway/Toll Way with right-of-way for a potential High Speed Rail facility. This would consist of engineering geometrics similar to Alternative 4 with the consideration of additional right-of-way for a High Speed Rail (HSR) facility. This alternative would include a P3 analysis. If a HSR facility is proven to be viable, its engineering and environmental analysis would be funded by others.

Four public scoping meetings have been scheduled to solicit initial comments on these alternatives. The scoping review period is from Monday, September 27 to Monday, November 1, 2010. The meeting locations and times are as follows:

- 1) Palmdale, CA on September 27, 2010, 6 P.M. to 8 P.M.
Larry Chimbole Cultural Center, 38350 North Sierra Highway, Palmdale, CA 93550
- 2) Lancaster, CA on September 28, 2010, 6 P.M. to 8 P.M.
Lancaster City Hall, Emergency Operations Center, 44933 Fern Avenue, Lancaster, CA 93534
- 3) Apple Valley, CA on September 29, 2010, 6 P.M. to 8 P.M.
Town of Apple Valley Development Services Building Conference Center, 14955 Dale Evans Parkway, Apple Valley, CA 92307
- 4) Victorville, CA on September 30, 2010, 6 P.M. to 8 P.M.
City of Victorville Conference Room D, 14343 Civic Drive, Victorville, CA 92393

Please send your written comments or suggestions by November 1, 2010 to:

Caltrans
Division of Environmental Planning (HDC-New SR-138 Project No. 80)
100 South Main Street, Mail Stop-16A
Los Angeles, CA 90012-3606

If you need any additional information or have any questions regarding this project, please contact either myself, at (213) 897-0362 or Ron Kosinski at (213) 897-0703. Thank you for your interest in this important transportation project.

Sincerely,

MICHAEL MILES
District Director

Enclosures: Project Map

"Caltrans improves mobility across California"

The Honorable Diane Feinstein
U.S. Senator
11111 Santa Monica Blvd. Suite 915
Los Angeles, CA 90025

The Honorable Barbara Boxer
U.S. Senator
312 N. Spring St., Suite 1748
Los Angeles, CA 90015

The Honorable Sherry Marquez
Councilmember, City of Lancaster
44933 North Fern Ave,
Lancaster, CA 93534

The Honorable Kevin McCarthy
Congressman, 22nd District
4100 Empire Dr., Suite 150
Bakersfield, CA 93309

The Honorable Buck McKeon
Congressman, 25th District
1008 W. Ave M-14, Suite E-1
Palmdale, CA 93551

The Honorable Ed Sileo
Councilmember, City of Lancaster
44933 North Fern Ave,
Lancaster, CA 93534

The Honorable David Dreier
Congressman, 26th District
510 East Foothill Blvd., Suite 201
San Dimas, CA 91773

The Honorable Jerry Lewis
Congressman, 41st District
1150 Brookside Ave., Suite J-5
Redlands, CA 92373

The Honorable Tom Lackey
Mayor Pro Tempore, City of Palmdale
38300 Sierra Hwy, Suite A
Palmdale, CA 93550-4611

The Honorable George Runner
Senator, 17th District
848 W. Lancaster Blvd., Suite 101
Lancaster, CA 93534

The Honorable Roy Ashburn
Senator, 18th District
5001 California Ave., Room 105
Bakersfield, CA 93309

The Honorable Steve Hofbauer
Councilmember, City of Palmdale
38300 Sierra Hwy, Suite A
Palmdale, CA 93550-4611

The Honorable Steve Knight
Assemblyman, 36th District
41319 12th St. W., Suite 105
Palmdale, CA 93551

The Honorable Anthony Adams
Assemblyman, 59th District
540 W. Baseline Rd. Suite 16
Claremont, CA 91711

The Honorable Peter Allan
Mayor, Town of Apple Valley
14955 Dale Evans Parkway,
Apple Valley, CA 92307

The Honorable Brad Mitzelfelt
Supervisor, 1st District County of San
Bernardino
385 N. Arrowhead Ave., 5th Fl.
San Bernardino, CA 92415-0110

The Honorable Michael D. Antonovich
Supervisor, 5th District County of Los
Angeles
1113 W. Avenue M-4, Suite A
Palmdale, CA 93551

The Honorable Scott Nassif
Councilmember, Town of Apple Valley
14955 Dale Evans Parkway,
Apple Valley, CA 92307

The Honorable Jim Nehmens
Mayor, City of Adelanto
P.O. Box 10
Adelanto, CA 92301

The Honorable Trinidad Perez
Mayor Pro Tempore, City of Adelanto
P.O. Box 10
Adelanto, CA 92301

The Honorable Rick Roelle
Councilmember, Town of Apple Valley
14955 Dale Evans Parkway,
Apple Valley, CA 92307

The Honorable Steve Baisden
Councilmember, City of Adelanto
P.O. Box 10
Adelanto, CA 92301

The Honorable Charley B. Glasper
Councilmember, City of Adelanto
P.O. Box 10
Adelanto, CA 92301

The Honorable Mike Rothschild
Mayor Pro Tempore, City of Victorville
14343 Civic Dr.
Victorville, CA 92392

The Honorable Scott A. McCauley
Councilmember, City of Adelanto
P.O. Box 10
Adelanto, CA 92301

The Honorable R. Rex Parris
Mayor, City of Lancaster
44933 North Fern Ave,
Lancaster, CA 93534

The Honorable Terry E. Caldwell
Councilmember, City of Victorville
14343 Civic Dr.
Victorville, CA 92392

The Honorable Ronald D. Smith
Vice Mayor, City of Lancaster
44933 North Fern Ave,
Lancaster, CA 93534

The Honorable Ken Mann
Councilmember, City of Lancaster
44933 North Fern Ave,
Lancaster, CA 93534

The Honorable Bill Guild
President, Littlerock Town Council
P.O. Box 190
Little Rock, CA 93543

The Honorable Sherry Marquez
Councilmember, City of Lancaster
44933 North Fern Ave,
Lancaster, CA 93534

The Honorable Jeffrey Hillinger
Councilmember, Littlerock Town Council
P.O. Box 190
Little Rock, CA 93543

The Honorable Tom Fidger
Vice President, Littlerock Town Council
P.O. Box 190
Little Rock, CA 93543

The Honorable James C. Ledford, Jr.
Mayor, City of Palmdale
38300 Sierra Hwy, Suite A
Palmdale, CA 93550-4611

The Honorable Dennis Tetu
Councilmember, Littlerock Town Council
P.O. Box 190
Little Rock, CA 93543

The Honorable Ryan McEachron
Councilmember, City of Victorville
14343 Civic Dr.
Victorville, CA 92392

The Honorable Mike Dispenza
Councilmember, City of Palmdale
38300 Sierra Hwy, Suite A
Palmdale, CA 93550-4611

The Honorable Hugo Estrada
Alternate Councilmember, Littlerock Town
Council
P.O. Box 190
Little Rock, CA 93543

The Honorable David Cleveland
Secretary, Littlerock Town Council
P.O. Box 190
Little Rock, CA 93543

The Honorable Laura Bettencourt
Councilmember, City of Palmdale
38300 Sierra Hwy, Suite A
Palmdale, CA 93550-4611

The Honorable Jamie Jones
Alternate Councilmember, Littlerock Town
Council
P.O. Box 190
Little Rock, CA 93543

The Honorable Carl Iannalfo
Alternate Councilmember, Littlerock Town
Council
P.O. Box 190
Little Rock, CA 93543

The Honorable Bob Sagona
Mayor Pro Tempore, Town of Apple Valley
14955 Dale Evans Parkway,
Apple Valley, CA 92307

The Honorable Wendy Lentz
Treasurer, Littlerock Town Council
P.O. Box 190
Little Rock, CA 93543

The Honorable Cleta Smith
Alternate Councilmember, Littlerock Town
Council
P.O. Box 190
Little Rock, CA 93543

The Honorable Ginger Coleman
Councilmember, Town of Apple Valley
14955 Dale Evans Parkway,
Apple Valley, CA 92307

The Honorable JoAnn Almond
Councilmember, City of Victorville
14343 Civic Dr.
Victorville, CA 92392

The Honorable Abbe Hofstein
Councilmember, Littlerock Town Council
P.O. Box 190
Little Rock, CA 93543

The Honorable Rudy Cabriaes
Mayor, City of Victorville
14343 Civic Dr.
Victorville, CA 92392

DEPARTMENT OF TRANSPORTATION

DISTRICT 7

100 MAIN STREET, SUITE 100
LOS ANGELES, CA 90012-3606
PHONE (213) 897-0362
FAX (213) 897-0360
TTY (213) 897-9797



*Flex your power!
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September 20, 2010

07-LA-HDC (New SR-138/E-220)
Project No. 80

To: Cooperating Agencies, Responsible Agencies, Review agencies, and others interested in the High Desert Corridor

RE: Invitation to an Agency Scoping meeting for the High Desert Corridor on September 27 in Adelanto.

Dear Sir/Madam:

Caltrans is formally initiating studies for the proposed High Desert Corridor - New State Route 138 project (also known as the E-220) from State Route 14 in Los Angeles County to State Route 18 in San Bernardino County. An Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) will be prepared. The attached map indicates the boundaries of the proposed study.

The proposed project will connect the City of Palmdale with the Town of Apple Valley and is approximately 63 miles long. Improvements to this corridor are considered necessary to provide for the existing and projected traffic demand attributed to growth and increasing developments in the northern portion of Los Angeles County and the Victor Valley region of San Bernardino County.

The following alternatives are under consideration:

1. No-Build;
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5. Avenue P-8 Corridor, SR-138 and SR-18 Improvements. This would consist of engineering geometrics similar to Alternative 3 between SR-14 and approximately 125th St. East. From 125th St. East, the route would curve south until it joins the existing SR-

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138. The existing SR-138 and SR-18 would be widened between approximately 146th St. East and I-15. One of the segments east of I-15, as described in Alternative 3, would also be built as part of this alternative;

6. Freeway/Express Way with right-of-way for a potential High Speed Rail facility. This would consist of engineering geometrics similar to Alternative 3 with the consideration of additional right-of-way for a High Speed Rail (HSR) facility. If a HSR facility is proven to be viable, its engineering and environmental analysis would be funded by others, and;
7. Freeway/Toll Way with right-of-way for a potential High Speed Rail facility. This would consist of engineering geometrics similar to Alternative 4 with the consideration of additional right-of-way for a High Speed Rail (HSR) facility. This alternative would include a P3 analysis. If a HSR facility is proven to be viable, its engineering and environmental analysis would be funded by others.

Four Public Scoping Meetings have been scheduled in the corridor and details are provided on the enclosed flyer. You are invited to a special Agency Scoping Meeting which will be held in the City of Adelanto on Monday, September 27, 2010 from 1:00 P.M. to 2:00 P.M at the:

**Adelanto Parks and Recreation Center
11555 Cortez Avenue
Adelanto, CA 92301**

Please send your written comments or suggestions by November 1, 2010 to:

**Caltrans
Division of Environmental Planning (HDC-New SR-138 Project No. 80)
100 South Main Street, Mail Stop-16A
Los Angeles, CA 90012-3606**

If you need any additional information or have any questions regarding this project, please contact either myself, at (213) 897-0703 or Karl Price at (213) 897-1839. Thank you for your interest in this important transportation project.

Sincerely,

RONALD KOSINSKI
Deputy District Director

Enclosures: Project Map
Public Meeting Notice

"Caltrans improves mobility across California"

Carol Legard-Federal Highway Liason
Advisory Council on Historic Preservation-
Office of Federal Agency Programs
1100 Pennsylvania Avenue NW
Suite 809- Old Post Office Building
Washington DC 20004

Susan Sturges
US Environmental Protection Agency-
Region 9, Environmental Review Office
Community and Ecosystems Division
75 Hawthorne Street
San Francisco, CA 94105

Federal Railroad Administration
Office of Policy and Plans
400 7th Street, SW
Washington, DC 20590

Hector Villalobos, Field Manager
Bureau of Land Management
Ridgecrest Field Office
300 S. Richmond Rd.
Ridgecrest, CA 93555

California Air Resources Board
1001 "I" Street
P.O. Box 2815
Sacramento, CA 95812

Scott Harris
California Department of Fish and Game-
South Coast Region 5
4949 Viewridge Avenue
San Diego, CA 92123

California Department of Fish and Game
Eastern Sierra – Inland Deserts Region (6)
Regional Manager
3602 Inland Empire Boulevard, Suite C-220
Ontario, CA 91764

Mr. Milford Wayne Donaldson, SHPO
Office of Historic Preservation
Department of Parks and Recreation
1725 23rd St., Ste. 100
Sacramento, CA 95816

County of Los Angeles
Department of Regional Planning
Richard Bruckner, Director of Planning
Attn: Anthony Curzi
320 West Temple Street, 13th Floor
Los Angeles, CA 90012-3225

County of San Bernardino
Department of Public Works
Mazin Kasey, Deputy Director for
Transportation
825 East Third St.
San Bernardino, CA 92415

William Velasquez
US Department of Housing and Urban
Development, CPD Field Office Director
611 West 6th Street, Suite 800
Los Angeles, CA 90017

U.S Department of Energy
Office of Environmental Management
1000 Independence Ave., SW, Rm. 4G-064
Washington, DC 20585

Mark Cohen, Senior Program Manager
U.S. Corps of Engineers
915 Wilshire Blvd.
Los Angeles, CA 90017-3401

Roxie Trost, Field Manager
Bureau of Land Management
Barstow Field Office
2601 Barstow Road
Barstow, CA 92311

California Energy Commission
Media and Public Communications Office
1516 Ninth Street, MS-29
Sacramento, CA 95814-5512

Mr. Joe Serna Jr.
California Department of Toxic Substances
Control
P.O. Box 806
Sacramento, CA 95812-0806

California Department of Parks and
Recreation
Tehachapi District
43779 15th Street W
Lancaster, CA 93534-4754

Mojave Desert Air Quality Management
District
14306 Park Ave
Victorville, CA 92392

Southern California Association of
Governments
Huasha Liu, Director, Land Use &
Environmental Planning Department
818 W. Seventh Street, 12th Floor
Los Angeles, CA 90017

County of Los Angeles
Department of Public Works
900 S. Fremont Ave.
Alhambra, CA 91803

US Department of Commerce
Environmental Review Section
14th & Constitution NW Room 6800
Washington DC 20230

Regional Director
Federal Emergency Management Agency
Region IX, Bldg. 105
Presidio, CA 94129

Natural Resources Conservation Service
Attn: Legislative and Public Affairs
Division
P.O. Box 2890
Washington, DC 20013

Ventura Field Office-
U.S. Fish and Wildlife Service
2493 Portola Road, Suite B
Ventura, CA 93003

California Department of Conservation
801 K Street, MS 24-01
Sacramento, CA 95814

Mr. Jay Cass
California Regional Water Quality Control
Board – Lahontan Region
Victorville Branch Office
14440 Civic Drive, Suite 200
Victorville, CA 92392

Antelope Valley Air Quality Management
District
43301 Division St., Ste. 206
Lancaster, CA 93535-4649

Southern California Association of
Governments
Rich Macias, Director, Transportation
Planning Department
818 W. Seventh Street, 12th Floor
Los Angeles, CA 90017

County of San Bernardino
Department of Public Works
Brendon Biggs, Deputy Director for Planning
825 East Third St.
San Bernardino, CA 92415

Ms. Deborah Barnack
San Bernardino
Associated Governments
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715

Brian S. Ludicke
Planning Director, City of Lancaster
44933 Fern Avenue
Lancaster, CA 93534

Asoka Herath
Planning Director, City of Palmdale
38250 Sierra Highway
Palmdale, CA 93550

Mat Havens-Facilities Manager
Palmdale School District
39139-49 North 10th Street East
Palmdale, CA 93550

Carol Rush-Principal
Head Start
975 East Avenue P-8
Palmdale, CA 93550

Jae Lee, District Conservationist-Lancaster
Service Center
Natural Resource Conversation Service
44811 North Date Avenue
Lancaster, CA 93535-3152

Bill Webb, AICP
City of Victorville, Planning Department
14343 Civic Dr.
Victorville, CA 92392

Lori Lamson, Assistant Director of
Community Development, Town of Apple
Valley
14955 Dale Evans Parkway
Apple Valley, CA 92307

Mr. William C. Withycombe
J.S Federal Aviation Administration
Western Pacific Region
5000 Aviation Blvd.
awndale, Ca 90261

Bureau of Indian Affairs
Office of Public Affairs MA-4542-MIB
849 "C" Street, N. W.
Vashington, D.C.20240

Ms. Tonya Moore
California Department of Fish and Game
07 W. Line Street
ishop, CA 92392

Eileen Schoetzow
Airports and Facilities Planning Division
1 World Way Suite 225
Los Angeles, CA 90045

Eldon Heaston
Antelope Valley AQMD
43301 Division Street, Suite 206
Lancaster, CA 93535-4649

Joyce Swift-Facilities Planning Technician
Palmdale School District
39139 North 10th Street East
Palmdale, CA 93550

Tom Plenys
US Environmental Protection Agency-
Region 9 Environmental Review Office
75 Hawthorne Street
San Francisco, CA 94105-3901

Rick Gomez, AICP
City of Adelanto, Director of Public Works
City Hall
11600 Air Expressway
Adelanto, Ca 92301

Amer Jaker,
Director of Public Works
14343 Civic Drive
PO Box 5001
Victorville, CA. 92393-5001

Brad Miller, Town Engineer
Town of Apple Valley
14955 Dale Evans Parkway
Apple Valley, CA 92307

Mr. Mike fox
San Bernardino County Water Resources
Division
825 East Third Street
San Bernardino, Ca 92410

FCI Victorville Medium II
Federal Correction Institution
P. O. Box 5800
Adelanto, CA 92301

California Highway Patrol
14210 Amargosa Road
Victorville, CA 92392

SCCRA—Metrolink
Laurene Lopez-Community Relations-
Environmental Review Administrator
700 South Flower Street, 26th Floor
Los Angeles, CA 90017

Rosa Munoz, California Public Utilities
Commission
Junipero Serra Building
320 West 4th Street
Los Angeles, CA 90013

Gregor Blackburn, CFM Branch Chief-Floodplain
Management and Insurance Branch
US Department of Homeland Security-Federal
Emergency Management Agency
1111 Broadway, Suite 1200
Oakland, CA 94607-4052

Jonathan D Snyder
Carlsbad Field Office
U.S. Fish and Wildlife Service
6010 Hidden Valley Road, Suite 101
Carlsbad, CA 92011

City of Adelanto, Planning Department
City Hall
11600 Air Expressway
Adelanto, Ca 92301

South Coast Air Quality Management
District
21865 Copley Dr.
Diamond Bar, CA 91765

Mr. Walter Waidelich
Division Administrator
Federal Highway Administration
California Division
650 Capitol Mall, suite 4-100
Sacramento, CA 95814

Mr. Bruce Williams
Town Manager
Town of Apple Valley
14955 Dale Evans Parkway
Apple Valley, CA 92307

California Department of Transportation
Division of Aeronautics
1120 N. Street
Sacramento, CA 95814

Ms. Silvia Oey
California Air Resources Board
PTSD, 7th Floor
1001, I Street
Sacramento, CA 95812-2815

Mr. Randy Scott
Division Chief
Advance Planning Division
County of San Bernardino
85 N Arrowhead Ave., first Floor
San Bernardino, Ca 92415-0182

Mr. Louis Nastro,
Asst. to the Commission
California State Park & Recreation
Commission
P.O. Box 942896
Sacramento, CA 94296-0001

Mr. James Hart
City Manager
City of Adelanto
P.O. Box 10
Adelanto, CA 92301

Mr. John Valenzuela
Tribal Council Chairperson
San Bernardino Band of Mission Indians
P.O. Box 221838
Jewhall, CA 91322

Mr. Randy Hill
Victor Valley Water District
17185 Yuma
Victorville, CA 92393

Mr. Mark Sedlacek
Los Angeles Dept. of Water and Power
111 N. Hope Street, Room 1050
Los Angeles, CA 90012

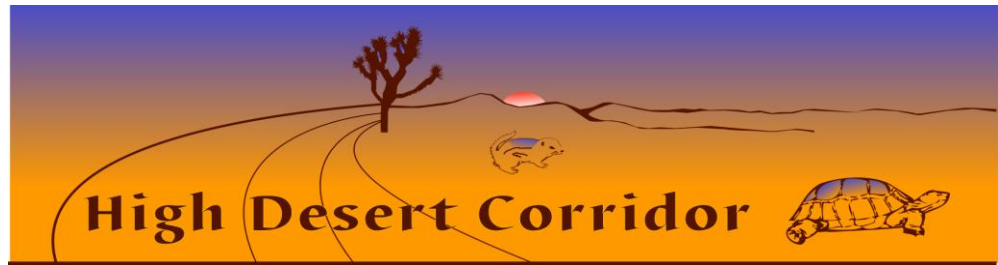
Mr. Mike Podegracz
City Manager
City of Hesperia
15776 Main Street
Hesperia, CA 92345

Mr. Larry Myers
Executive Secretary
Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, CA 91322

Mr. Robert Sydnor
California Department of Conservation
Division of Mines and Geology
801 "K" Street, MS 12-32
Sacramento, CA 95814

Loga Olds
Interim Manager
Victor Valley Wastewater Reclamation
Authority
15776 Main Street, # 3
Hesperia, CA 92345

Mr. Richard Rowe
City Manager
City of Barstow
220 East Mt. View Street
Barstow, CA 92311



Appendix C

Meeting Exhibits

Meeting Exhibits



FACT SHEET

High Desert Corridor (HDC)

New State Route 138 freeway/Expressway Project*



Project Location:

The proposed project is located in the High Desert area of Los Angeles and San Bernardino Counties and extends for a distance of approximately 63 miles between SR-14 in Palmdale and SR-18 in Apple Valley. In Los Angeles County, the HDC roughly follows the Avenue P-8 corridor. In San Bernardino County, the HDC runs slightly south of El Mirage Road and then follows Air Expressway Road near I-15. East of I-15, the proposed route curves south until it ends at State Route 18 in the Town of Apple Valley at Bear Valley Road. Please see attached map for further details.

Purpose and Need for the Project:

Improvements to this corridor are considered necessary to provide for the existing and projected traffic demand attributed to residential growth and increasing developments in the Antelope, Victor, and Apple Valley areas. This growth is resulting in inadequate capacity and accessibility along the existing east-west roadways as well as an increasing demand for goods movement corridors and access to regional airports.

Project Description:

The proposed project involves the construction of a new freeway/expressway and possible toll facility. The alternatives under consideration are dependent on expected traffic demands between SR-14 and I-15. Alternatives being studied include:

1. **No-Build:** Future conditions in the HDC study area without implementing the project.
2. **Transportation System Management/Transportation Demand Management (TSM/TDM):** Various operational investments and policies aimed at improving goods movement, passenger auto and transit travel.
3. **Freeway/Express Way:** Involves construction of a freeway in some areas and an expressway in others, depending on traffic demands. Variations in alignment in at least three locations will also be studied as shown on the attached map.
4. **Freeway/Toll Way:** An alignment similar to Alternative 3, with alterations made in coordination with a Public Private Partnership (P3) analysis. Variations A, B, and C would also be considered (see attached map).
5. **Avenue P-8 Corridor, SR-138 and SR-18 Improvements:** An alignment similar to Alternative 3 between SR-14 and approximately 125th Street East. From 125th Street East, the route would curve south until it joins the existing SR-138. The existing SR-138 and SR-18 would be widened between approximately 146th Street East and I-15. The segment east of SR-395 would also be included as described in Alternative 3.
6. **Freeway/Express Way with right-of-way for a potential High Speed Rail facility:** Engineering alignment similar to Alternative 3 with the consideration of additional right-of-way for a High Speed Rail (HSR) facility.
7. **Freeway/Toll Way with right-of-way for a potential High Speed Rail facility:** Involves engineering alignment similar to Alternative 4 with the consideration of additional right-of-way for a HSR facility. Design variations of grade and alignment will be incorporated into and studied with the build alternatives.
8. **Freeway/Toll Way/Expressway/TSM/TDM (Hybrid):** Involves engineering alignment similar to Alternative 3 and 4 with a combination that consists of either a Freeway/Toll Way/Expressway and or TSM/TDM.

Environmental Process:

The California Environmental Quality Act (CEQA) requires state and local agencies to analyze and disclose the potential environmental impacts of major projects. The National Environmental Policy Act (NEPA) is the federal law that requires federal agencies to analyze potential environmental impacts of major federal actions. The proposed project is subject to review under both CEQA and NEPA and an EIR/EIS will be prepared for this project.

Project Milestone Dates:

Public Outreach - Ongoing

Public Scoping Meetings - September 2010

Public Hearings - Winter 2012

Notice of Intent - September 2010

Draft EIS/EIR - Fall 2012

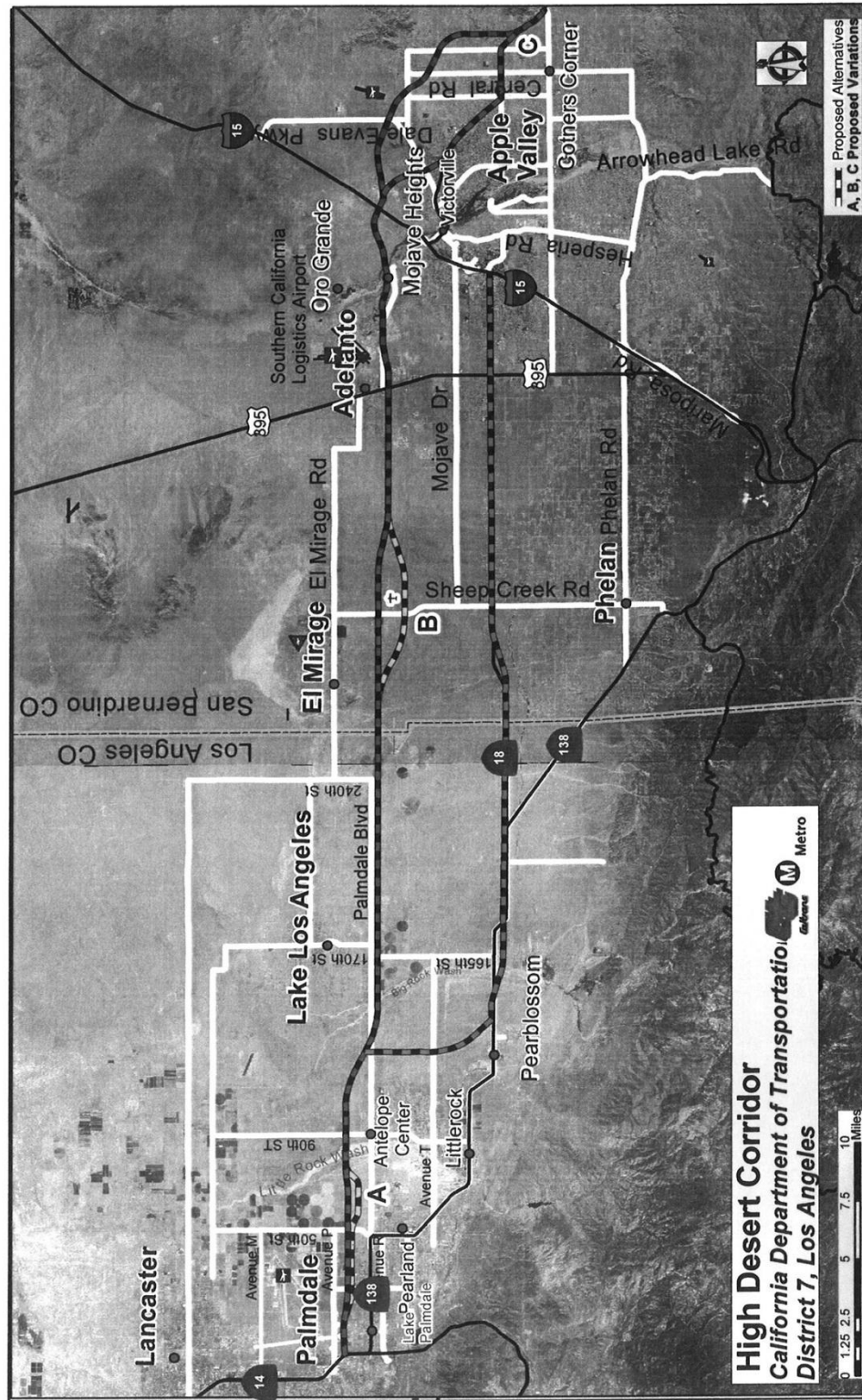
Final EIR/EIS - Spring 2013

*Freeway - A divided arterial highway with full control access and with grade separations at intersections.

*Expressway - An arterial highway with at least partial control access, which may or may not be divided or have grade separations at intersections.

We're here to get you there!

<http://www.dot.ca.gov/dist07/travel/projects/138hdc>



Preliminary Engineering Plans, Final Design Subject to Change
Map Created by Robert Wang Division of Environmental Planning, Aerial Imagery Source: 2009 USDA NAIP

Map Created by Robert Wang on August 19, 2010
 Filepath: G:\GIS\Routes\LA-138\EA\2730\K\HDC MAPS\Buffer Zones for Public Scoping Notices\alignment_inhouse\2_scoping_letteragency_with_aerials_for_scoping_report_letters_fact_sheet.mxd

Caltrans Division of Environmental Planning, September 9, 2010
Engineering Alignment Design Branch B Gordon Leung & Alvin Au
Preliminary Engineering Alignment Subject to Change

High Desert Corridor

Proposed Alternatives

1. No-Build;
2. Transportation System Management/Transportation Demand Management (TSM/TDM). This includes various operational investments, policies, and low capital cost improvements aimed at improving goods movement, passenger auto and transit travel in the High Desert Corridor study area;
3. Freeway/Expressway. This would consist of a route with a controlled-access freeway in some areas and an expressway in others, depending on what is warranted by traffic demand. Interchange locations will be determined based upon traffic projections. Variations in the alignment in at least three locations will also be studied;
4. Freeway/Toll Way. This would consist of engineering geometrics similar to Alternative 3 with alterations made in coordination with a Public Private Partnership (P3) analysis;
5. Avenue P-8 Corridor, SR-138 and SR-18 Improvements. This would consist of engineering geometrics similar to Alternative 3 between SR-14 and approximately 125th St. East. From 125th St. East, the route would curve south until it joins the existing SR-138. The existing SR-138 and SR-18 would be widened between approximately 146th St. East and I-15. One of the segments east of I-15, as described in Alternative 3, would also be built as part of this alternative;
6. Freeway/Express Way with right-of-way for a potential High Speed Rail facility. This would consist of engineering geometrics similar to Alternative 3 with the consideration of additional right-of-way for a High Speed Rail (HSR) facility. If a HSR facility is proven to be viable, its engineering and environmental analysis would be funded by others, and;
7. Freeway/Toll Way with right-of-way for a potential High Speed Rail facility. This would consist of engineering geometrics similar to Alternative 4 with the consideration of additional right-of-way for a High Speed Rail (HSR) facility. This alternative would include a P3 analysis. If a HSR facility is proven to be viable, its engineering and environmental analysis would be funded by others.

High Desert Corridor Project

Potential Resource Impacts

- 1) Biological Resources
 - a. Littlerock Wash
 - b. Big Rock Wash
 - c. Mojave River
 - d. Upper and Lower Mojave River Narrows area and Apple Valley Dry Lake
 - e. Potential desert tortoise habitat
 - f. Potential Mojave ground squirrel habitat
- 2) Cultural Resources
 - a. Native American archaeological sites
 - b. Historic structures
 - c. Paleontological resources
- 3) Socio/Economics
 - a. Potential acquisition right-of-way acquisition
 - b. Growth Inducement
- 4) Visual Quality and Aesthetics
 - a. Potential effects on scenic resources or affect to the existing visual character

High Desert Corridor

-New State Route 138/E-220

138

Project Scoping Open House

September 2010

"We're here to get you there!"




Scoping Meetings

Palmdale, Lancaster, Apple Valley and Victorville
September 27, 28, 29 and 30, 2010

138


- Purpose of Scoping:
 - To identify issues to be addressed in the environmental documents
- Lead Agencies:
 - CEQA: Caltrans is the state lead agency
 - NEPA: Caltrans is the delegated federal lead agency
- Written comments:
 - Please submit by **November 1, 2010**.



Your Role in Scoping

138

- 1.) **When?** - Early in the EIR/EIS process.
- 2.) **Who?** - The public + federal, state and local agencies.
- 3.) **What?** - Identify potential alternatives, issues and impacts to be analyzed, and the level of detail in the analysis.
- 4.) **How?** - Provide written comments, get on mailing list for project updates, identify agency contacts and stay involved.



Project Location

138



NEW STATE ROUTE 138


Proposed Alternatives shown in Black and Blue

California Department of Transportation
Central Valley Region


Source: Los Angeles Region Regional Transportation Planning Products Engineering, Planning, and Construction Services Inc. (LAPRTP)

Proposed Project 138

- Location: runs east-west near the existing Avenue P-8 Corridor from State Route 14 to 100th Street for approximately 10 miles
- Construct new 4-lane east-west (2-lanes each direction) State Route 138 freeway to 50th Street and then transition possibly to an expressway/freeway up to 100th Street




Project Location Map



Project Purpose & Need 138

The Need:


- Significant growth has occurred and is projected to resume in the Antelope, Victor and Apple Valley areas
- Existing east-west trending roadways are not sufficient to handle existing and future traffic
- The existing SR-138 is being used as a major goods movement route but is not sufficient
- Regional airports are proposed in Palmdale and Adelanto, near both ends of the east-west corridor
- The existing SR-138, SR-14, I-15 are subject to closure in an emergency



Project Purpose & Need 138


The Purpose:

- Increase capacity of east-west roadways to handle existing and future traffic
- Improve accessibility within and between communities in the High Desert area
- Meet existing and future demands for goods movement
- Provide improved access to regional airports
- Provide an alternative emergency east-west corridor in the event of an earthquake or other disaster



Project Purpose & Need 138

- 1) N - Significant growth has occurred and is projected to resume in the Antelope, Victor and Apple Valley areas
P - Increase capacity of east-west roadways to handle existing and future traffic
- 2) N - Existing east-west trending roadways are not sufficient to handle existing and future traffic
P - Improve accessibility within and between communities in the High Desert area
- 3) N - The existing SR-138 is being used as a major goods movement route but is not sufficient
P - Meet existing and future demands for goods movement



Project Purpose & Need 138

- 4) N - Regional airports are proposed in Palmdale and Adelanto, near both ends of the east-west corridor
P - Provide improved access to regional airports
- 5) N - The existing SR-138, SR-14, I-15 are subject to closure in an emergency
P - Provide an alternative emergency east-west corridor in the event of an earthquake or other disaster



Project Alternatives 138

- Construct a new 4-lane east-west (2-lanes each direction) Route.
- Construct a new 4-lane east-west (2-lanes each direction) Route, with route alignment variation at portion between 15th and 70th Street where alignment shifts south.
- Taking no action.

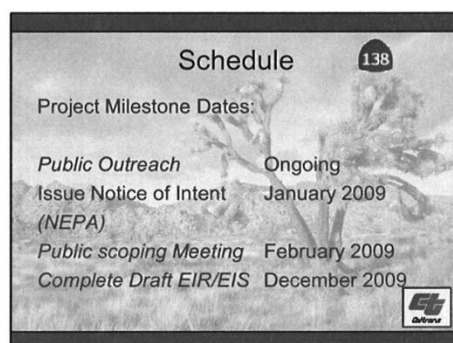
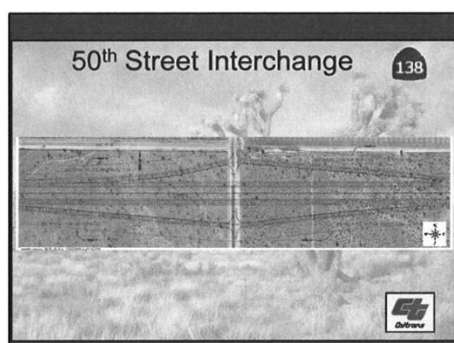
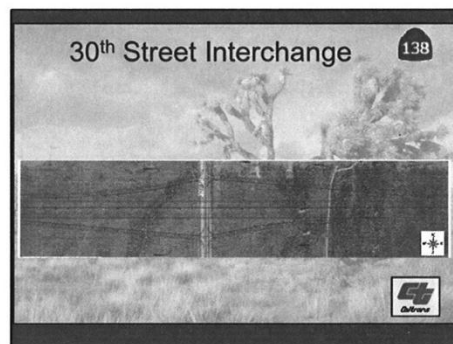


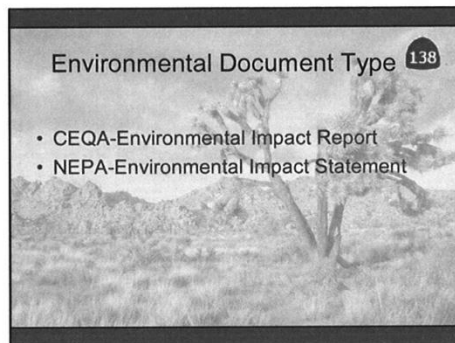
Project Alternatives 138



Freeway to Freeway Connector 138

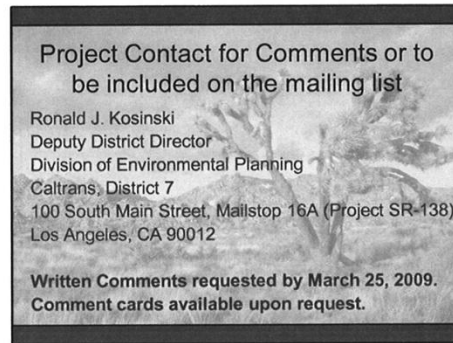






Environmental Document Type **138**

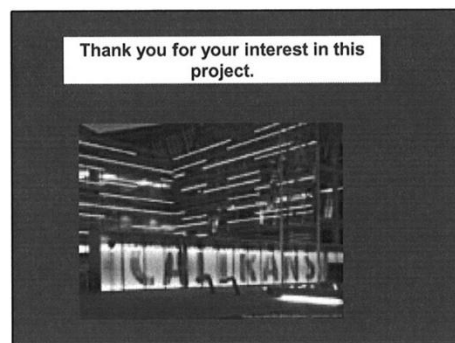
- CEQA-Environmental Impact Report
- NEPA-Environmental Impact Statement



**Project Contact for Comments or to
be included on the mailing list**

Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
Caltrans, District 7
100 South Main Street, Mailstop 16A (Project SR-138)
Los Angeles, CA 90012

**Written Comments requested by March 25, 2009.
Comment cards available upon request.**



**Thank you for your interest in this
project.**

